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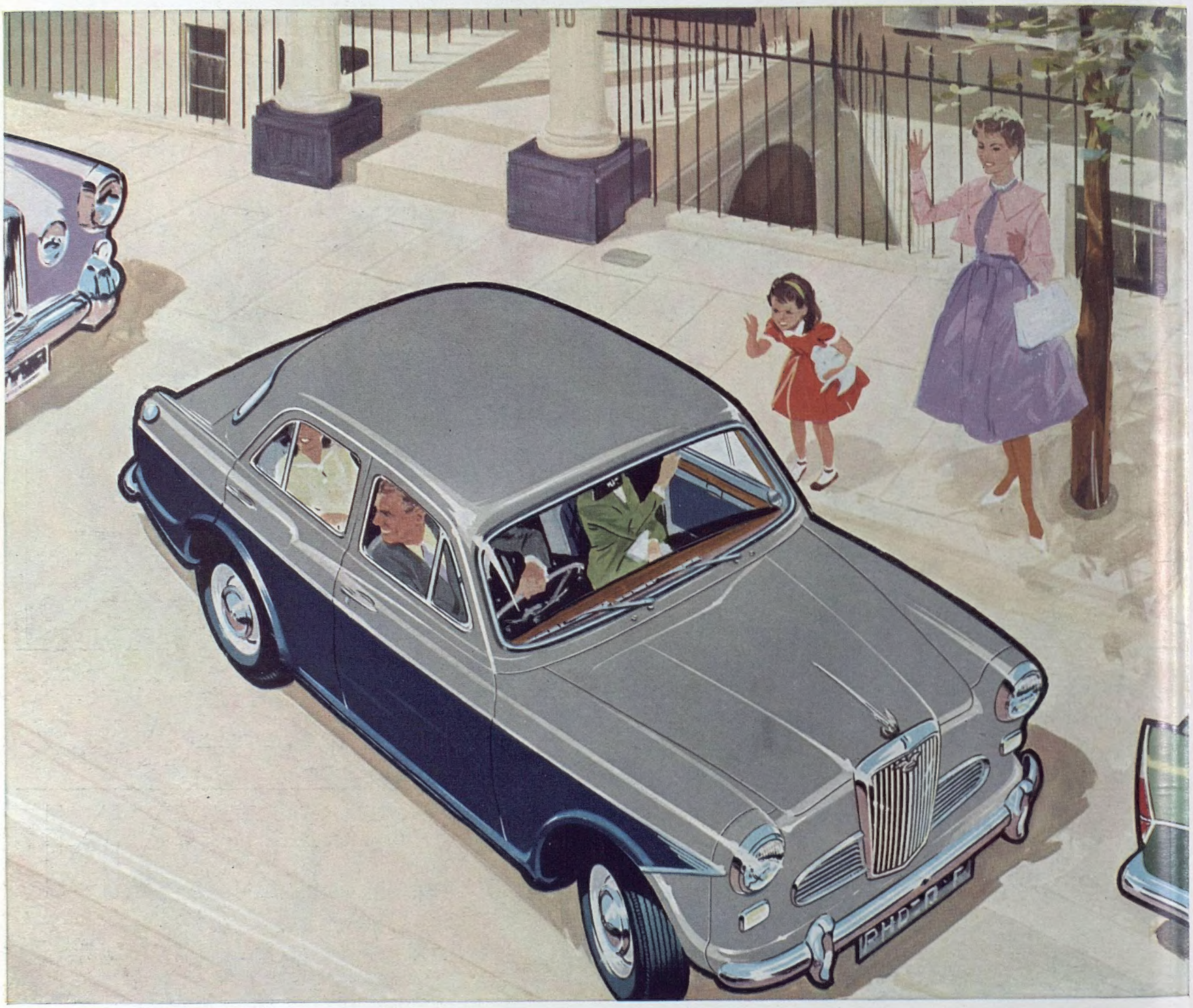

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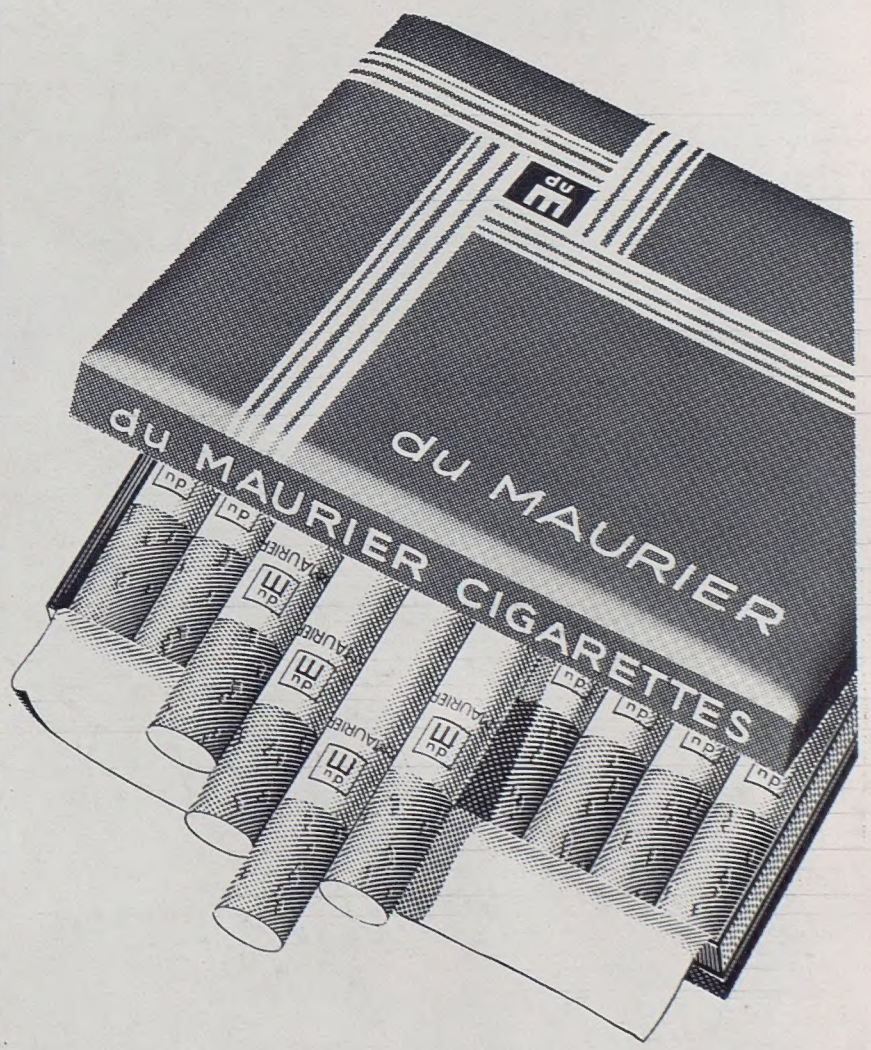

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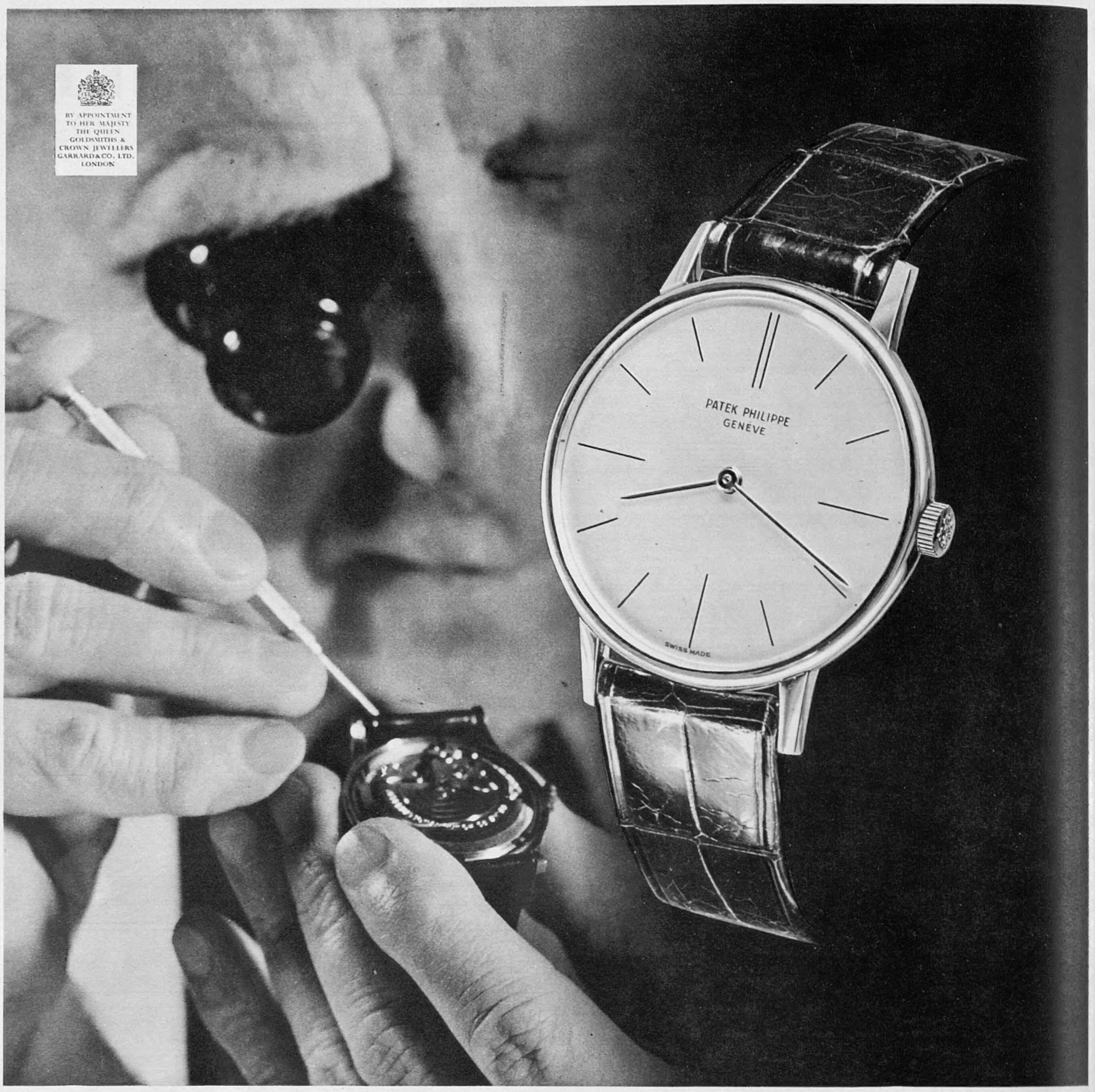

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Volume CCXLV No. 3182

THE SPHERE

LONDON, May 27, 1961

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AN EMPHATIC PRESIDENT

Dr. Habib Bourguiba, the President of Tunisia, stresses a point at his Press conference during his official visit to London. He said he had great hopes that a settlement in Algeria would result from the negotiations about to open between the French and the Algerian Nationalists at Evian. On the possibility of an association of the Maghreb (Tunisia, Morocco and Algeria) he declared that these countries had once been united and Tunisia would work to bring them together again. The President also answered a number of questions concerning the Arab world and Africa. During his three days in London, Dr. Bourguiba dined with the Queen at Buckingham Palace and lunched at Clarence House with Queen Elizabeth the Queen Mother, who was his guest in Tunisia last month. He was also entertained to dinner at Guildhall in the City of London and had political talks at Admiralty House with Mr. Macmillan, in which they were reported to have considered a wide range of international matters. Before coming to Britain, President Bourguiba had been in the United States, where he met President Kennedy

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THE DUCHESS OF KENT NAMES A SCOTTISH LIFEBOAT

Watched by holidaymakers at Broughty Ferry, Dundee, the Duchess of Kent, President of the National Life Boat Association, names Broughty Ferry's new lifeboat, *The Robert*. Background can be seen the fifteenth-century Broughty Castle. While the Duchess of Kent was in Scotland, she was joined by the Duke of Kent and Princess Alexandra. They made a pilgrimage to the Eagle's Rock, below the Hill of Morven in Caithness. It was there, in 1942, that the present Duke's father was killed when the plane in which he was travelling crashed into the hillside. The Duchess of Kent, accompanied by her children, visited the spot some years ago

Below right: During his visit to the Design Centre in the Haymarket, London, the Duke of Edinburgh shakes hands with his brother-in-law, Mr. Antony Armstrong-Jones. He congratulated Mr. Armstrong-Jones, who is studying consumer product testing facilities at the Centre, on undertaking a task "bristling with difficulties." Prince Philip presented certificates for the 1961 "Duke of Edinburgh's Prize for Elegant Design" and the "Design Centre Awards"

THE DUKE OF EDINBURGH AND MR. ARMSTRONG-JONES

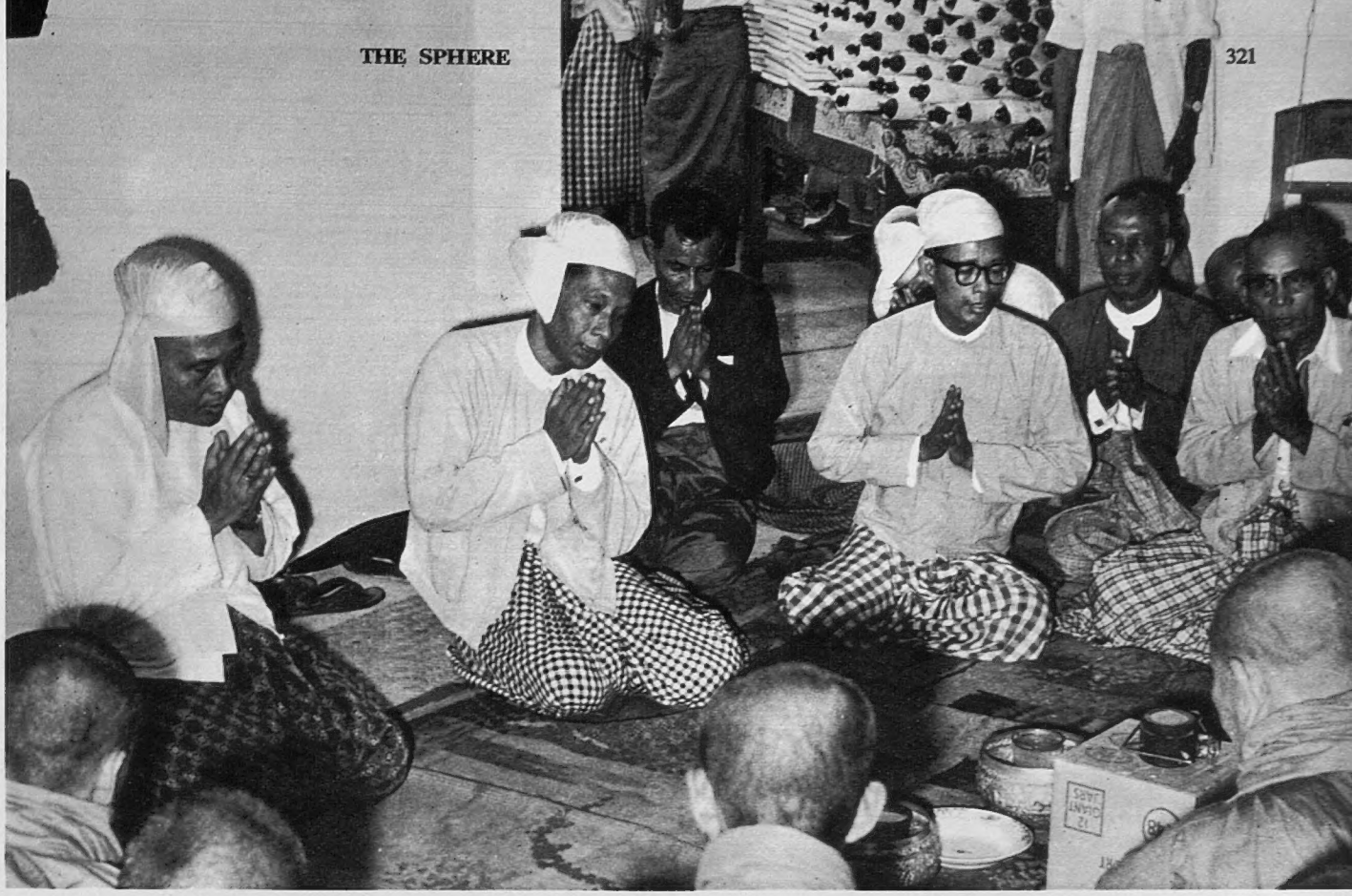
THE "ILLUSTRATION 1961" EXHIBITION

Far right: At the opening of "Illustration 1961" at De La Rue House in London are from left, Mr. F. H. K. Henrion, President of the Society of Industrial Artists; Sir Gerald Barry, who opened the exhibition; and Mr. A.G. Norman, Managing Director of De La Rue. Held from May 11-27, it is the first comprehensive exhibition of illustration in a variety of fields, ranging from books to television, which has been held since the war

ENGINEERING RESEARCH FOR THE ARMY

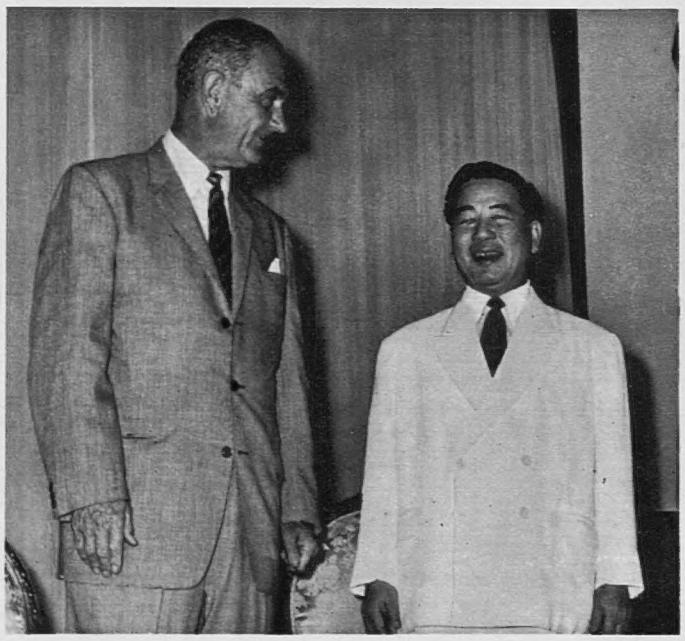
All-metal assault craft are put through their paces at the British Army's Military Engineering Establishment at Christchurch in Hampshire. The Duke of Edinburgh visited the establishment last week. There, designing and development are carried out for engineering equipment, mainly for the Royal Engineers. The establishment also undertakes research for military needs and tests of commercial construction plant and equipment for industry. Among the vast range of equipment being tested is a new amphibious bridge, the Gillois bridging vehicle, named after its inventor, a French General, and built in West Germany. The amphibious units travel by road and can be floated into position to form a bridge

THE NEWS IN PICTURES



BURMESE POLITICAL LEADERS AT A RELIGIOUS CEREMONY

At a distribution of alms to 150 priests in Rangoon, U Nu, the Burmese Prime Minister, is at the left. Next to him is Ud Ba Swe. Extreme right in front is U Kyaw Nyein. At the election in February last year, U Nu, leading the "Clean" wing of the Anti-Fascist People's Freedom League, had a sweeping victory, winning 163 seats. U Ba Swe and U Kyaw Nyein, led the "Stable" wing of the Anti-Fascist People's Freedom League, which won only 24 seats



MR. LYNDON JOHNSON AND MR. NGO DINH DIEM

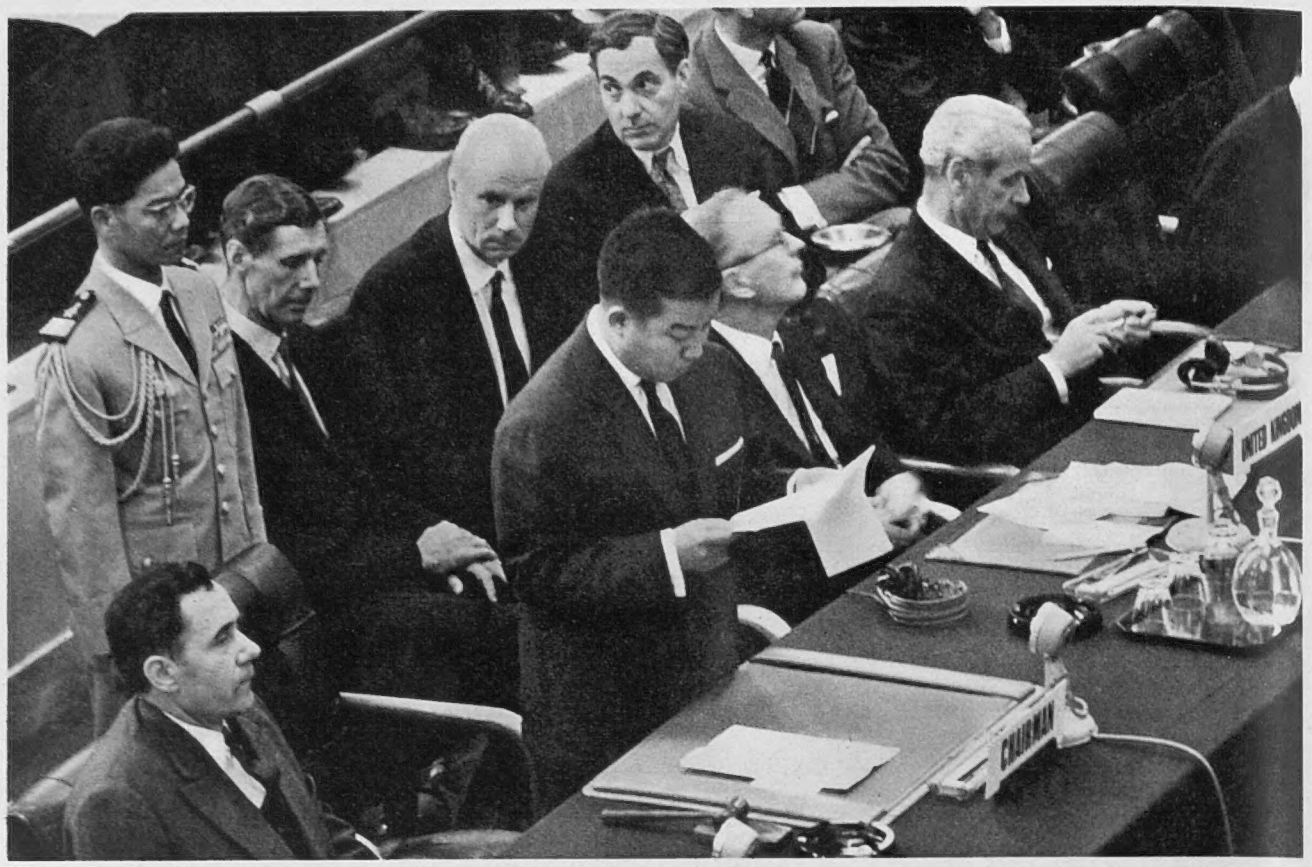
The Vice-President of the United States is welcomed in Saigon by the President of South Vietnam. Before having talks with Mr. Ngo Dinh Diem, Mr. Johnson said the purpose of his visit was "to explore the problems of Vietnam to see what can be done to protect the security and integrity of this young nation." United States military aid to South Vietnam has recently been considerably increased

A DEATH SENTENCE IN CEYLON

Far right: Mapitigama Buddharakkhita, a Buddhist monk, is led from the court in Colombo. He and a layman had been found guilty and sentenced to death for conspiring to murder Dr. Solomon Bandaranaike, the Prime Minister, in 1959. Another Buddhist priest was sentenced to death for the actual murder

THE MONTE CARLO GRAND PRIX

A foretaste of things to come this season? Richie Ginther's Ferrari leads the field into the Gasworks hairpin at the start of the Monaco Grand Prix, the first of the grandes épreuves counting towards this season's championship. Following close behind the Ferrari are J. Clark's Lotus (No. 28) and Stirling Moss in a privately-entered Lotus. After one of the most brilliant drives of his career, Stirling Moss won the race through the Monte Carlo streets, although hotly pursued for most of the race by the Ferrari team. He finished only 3·6 seconds ahead of Richie Ginther, with Phil Hill and W. von Trips, also in Ferraris, third and fourth. Monaco was the first of the Grand Prix run under the new Formula One: it appeared from the Ferraris' impressive showing that they may well upset the British domination in motor racing of recent years



CAMBODIA'S VIEWS ARE GIVEN TO THE GENEVA CONFERENCE ON LAOS

Prince Norodom Sihanouk, Chief Head of State of Cambodia, addresses the delegates. Flanking him are the joint-chairmen of the conference, Mr. Gromyko, the Soviet Foreign Minister, and Lord Home. The Prince declared he was frankly opposed to any plan for the partition of Laos and favoured the creation of a neutral zone, which would include Laos, in the Far East. The opening sessions of the fourteen-power talks last week in Geneva were boycotted by the Royal Laotian representatives because it had been decided that the three rival Laotian delegations should be treated as equals. Behind the scenes efforts were being made to bring the Royal Loatians to the table. Business in the conference included the outlining of a thirteen-point peace plan by Russia, supported by China. Some details of it were opposed by India

Below, right: Lieut.-General Chang Do Yung, the head of the military junta which led the *coup d'état* in South Korea, last week took over the Government. Dr. John Chang, the ex-Prime Minister, emerged from hiding and resigned with his Cabinet. The resignation of the Government signalled the success of the *coup*, the second in South Korea in thirteen months

NEW LEADER IN SOUTH KOREA

THE SHAH OF PERSIA ON THE WAY TO NORWAY

Far right: The Shah of Persia and Queen Farah are welcomed at Zurich airport. They stopped in Switzerland last week on their way to Oslo for a seven-day State visit to Norway. While the Shah was travelling by air, the Opposition National Front in Persia staged a huge rally in Teheran. At this, the name of Dr. Mossadeq, the former Prime Minister of Persia, who nationalised Persia's oil industry, was greeted with thunderous applause. Mention in public of Dr. Mossadeq has been forbidden for a long time. He has been under house arrest for eight years

FRENCH RAIL STRIKE—TOO MANY CARS ON THE SEINE EMBANKMENT IN PARIS, AND EMPTY RAILWAY LINES AT THE GARE DU NORD

At the end of last week, the French railway unions went on strike for 32 hours. They were joined by a nation-wide four-hour strike of gas and electricity workers. Underground train and bus workers in Paris also struck. In the French capital, there were traffic jams in the main streets and only 73 buses out of 2,000 were running. No international trains were cancelled although many were subject to delay. The strikers wanted immediate salary increases ranging from 5 to 7 per cent. and a minimum salary of N.F. 500 a month (about £36) for workers in the nationalised services. The French Government had offered increases, spread over eighteen months, totalling about 6 per cent. During the last two years wages of those in public employment have been virtually frozen

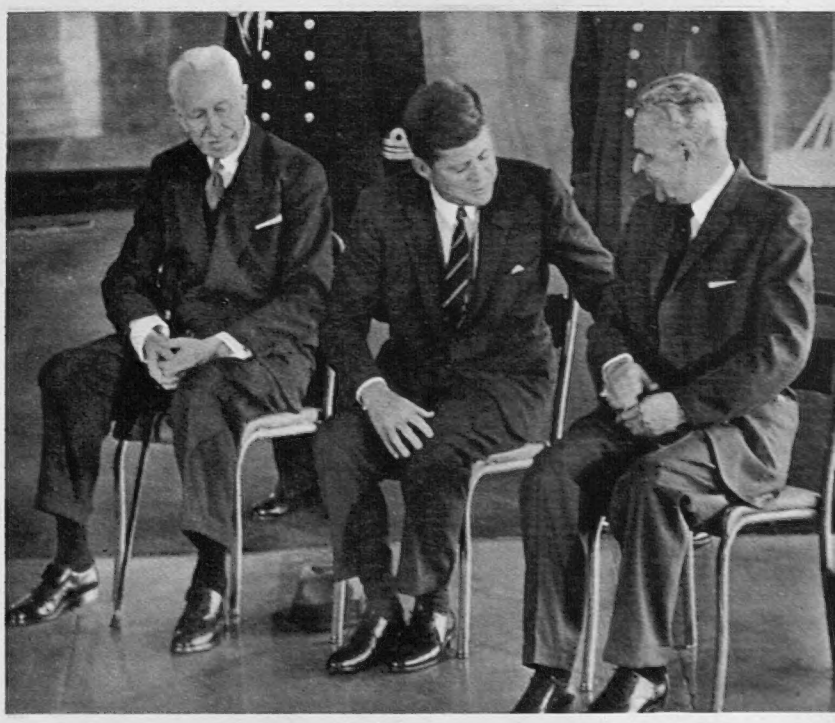
THE NEWS IN PICTURES

Troops of the Bundeswehr (the Federal German Defence Force) wait with their armoured vehicles on a quay in Hamburg before embarking in transports to sail for Borkum, in the East Friesian Isles. There they were to engage in the biggest amphibious exercise staged to date by the West German Army. Over 4,000 men were reported to be taking part in these manœuvres. This figure represents the strength of a self-sufficient brigade, the principal combat unit of the Bundeswehr. Three or four brigades make up a division. Some of the units have American guided missiles

WEST GERMANS PREPARE FOR AN AMPHIBIOUS EXERCISE

NEW BRITISH ARMY GUIDED MISSILE

Below: During the demonstration at the School of Artillery at Larkhill, near Salisbury, the Blue Water surface-to-surface guided missile is raised to its firing position on the back of a 3-ton lorry. The cable leading from the lorry connects the controls to the firing position some distance away. Blue Water, which is about 26 ft. long, is believed to have a range of 60 miles. It can be set up and fired in under ten minutes. The unit consists of the missile on its lorry and a computer in a Land-Rover. Developed by English Electric, Blue Water will be in the hands of the British Army by 1964. It is on show for the first time at the Salon International de L'Aeronautique in Paris, until June 4



PRESIDENT KENNEDY'S STATE VISIT TO CANADA

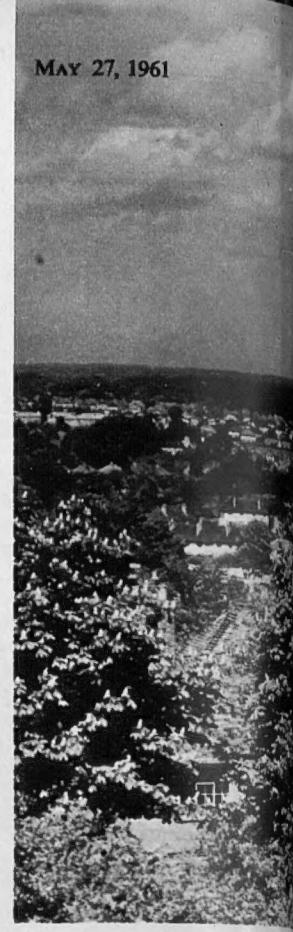
At the beginning of his two-day visit to Canada, President Kennedy is with the Governor-General, Major General Vanier (left), and Mr. Diefenbaker, in Ottawa. The visit was Mr. Kennedy's first to another country since his inauguration. He received a highly enthusiastic welcome. In a joint statement issued by the Canadian Prime Minister and the U.S. President, they stated that they were "seriously concerned" over the development of a Communist regime in Cuba. Last week it was confirmed in Washington that President Kennedy would meet Mr. Khrushchev on June 3-4, in Vienna

CONSECRATION OF GUILDFORD CATHEDRAL

The Queen and the Duke of Edinburgh arrive for the service of Consecration to be welcomed by the Archbishop of Canterbury, Dr. Fisher, and the Provost, the Very Rev. Walter Boulton. The Bishop of Guildford, Dr. Reindorp, stands outside the door

At the start of the service of Consecration of Guildford Cathedral, there were two simultaneous ceremonies—one inside and the other outside. While the members of the Royal Family were walking with the Archbishop of Canterbury and the Provost to their seats and the choir were singing three psalms, the Bishop of Guildford, the Right Rev. George Reindorp, was making a circuit of the outside of the building. Then followed the ceremonial entry of the Bishop for the main part of the service held at the East end. After the various acts of consecration by the Bishop, the Altar was dressed, and the Queen, having been conducted to a chair at the top of the Chancel steps, signed the Sentence of Consecration. The sermon after the Thanksgiving was preached by Dr. Geoffrey Fisher, who was making one of his last appearances as Archbishop of Canterbury. Many other Archbishops and Bishops were present at the service, as well as clergy of the Diocese and local dignitaries. Guildford Cathedral is the first to be built on a new site in the south of England since the Middle Ages. The foundation-stone was laid by the late Archbishop Lang twenty-five years ago.

Outside the Cathedral, the Bishop gives the three traditional knocks with his pastoral staff on the west door



The south side of the Cathedra

The Bishop makes the sign o pulpit. Right foreground is St

Church of the Holy Spirit, standing on Stag Hill, is seen from the Hog's Back. The tower and other parts have yet to be built. Work on the Cathedral started in 1936

e Cross on the north pier behind the dward Maufe, the architect of the Cathedral

At the end of the service the Queen and the Duke, Princess Margaret and Mr. Armstrong-Jones walk in procession down the nave to the west door

JOHN CONNELL

NATO AT OSLO

The technique of communiqué-writing has for me an almost morbid fascination. In an earlier phase of my life, during which I was rather ineffectively disguised as a soldier, I had inclined to practise it. But I did find it difficult, I must confess, to say nothing convincingly and at length; my superiors spotted this unfortunate character-defect and transferred me, wisely, to a less sophisticated region of my department's multifarious activities. This experience, humbling though it was to my pride, did nothing to spoil my taste for communiqué reading.

The author (query authors?) of the communiqué which was issued at the end of the recent Nato conference in Oslo displayed, in my opinion, a real mastery of this elegant craft; and the communiqué itself deserves the most careful study by every aspirant for higher honours within the sacred calling. I think there is a good deal of internal evidence to establish the fact that several hands were concerned in its composition. Only a committee, I feel, could achieve such a gem of bathos and illogicality combined as the statement that the fifteen member nations of the Organisation "dedicate themselves to building a world free from the false doctrine of continuing and inevitable conflict." Sonorous, solemn and deliberatively without meaning, it at once soothes and uplifts; and the exquisitely mischievous joy it provokes is not the least of its many virtues.

It has not been easy to find out what, if anything, happened at Oslo. Dr. Stikker, the Secretary-General of Nato, told a Press Conference that the meeting had shown Nato's determination to make better use of its resources and to strengthen the Atlantic Pact and the free world. He added: "There were no fireworks, just sound hard work."

Yet behind the mist of clichés something did happen. The Americans, for example, were in a benevolent and generous mood. They offered Western Europe free rockets for the expansion and development of space projects; and the dovecotes were immediately fluttered by the thought that this would ditch the British hope of off-loading the Blue Streak for this self-same purpose. Lord Home, when he returned from Oslo, had courteously to explain that it had not been Mr. Rusk's intention at all. Indeed the U.S. Secretary of State had originally made the offer two months earlier; it was in respect of long-term planning, and had not the slightest connection with Blue Streak. All this was highly informative, especially to those nasty, mean, cynical fellows who never believe a story until it is officially denied.

Mr. Dirk Stikker, the Secretary-General of Nato

This was not—British suspicions apart—the limit of American open-handedness. A day or two later, it was announced, with due *empressement*, that the United States will make available to Nato five Polaris submarines. This ought to give enthusiastic nuclear disarmament campaigners somewhere else to march, sit down or bob about in coracles, other than the shores and waters of Holy Loch; and it is in no spirit of uncharitableness that I say I hope it keeps fine for them. Similarly I hope that nobody will think me surly if I point out, ever so gently, that the Polaris submarines will be under the command of the U.S. Admiral R. C. Dennison, who holds the two posts of Supreme Allied Commander Atlantic, and Commander-in-Chief, United States Atlantic Fleet.

There were other aspects to the Oslo meeting than this Santa Claus mood on the part of the U.S. There was, it appears, a good deal of talk about Angola, a topic on which everybody in Nato is markedly ambivalent. With the exception of the Scandinavians, who indeed is pot and who is kettle and who has the right to call each other black, if I may be forgiven the use of such a dreadful adjective? Even if some can trot out the glories of Tanganyika, there are still a good many skeletons rattling in the back parts of several cupboards—West Irian, for example, which the Dutch in their imperialist fashion, will go on calling Dutch New Guinea; or Malawi, Zambe and Zimbabwe, still known to reactionaries, like myself, as the Central African Federation of the Rhodesias and Nyasaland; Algeria and the Congo; not to mention Puerto Rico.

Although we are informed that Senhor Nogueria of Portugal made a strong impression and gained much sympathy, he was told firmly that his colleagues on the Council could not approve of his country's claim to regard her African territories not as colonies but as a part of the metropolitan homeland. I wish that I and one or two of my friends who farm in Kenya could have been present at this discussion. I have always thought that Mr. Pecksniff should have gone into politics, and that Satan is at his most formidable when he is giving a good, strong sermon on sin.

Military matters were in the main left over until the next meeting in Paris in December; and since, after all, this was not a Defence Ministers' but a Foreign Ministers' Conference, this was surely a pretty sensible decision. But there was a great deal of discussion of Berlin, in the face of Mr. Khrushchev's proclaimed intention of turning the heat on this ancient basic problem once again; and the Council was commendably unequivocal in reiterating Nato's determination, as expressed in the declaration of December 16, 1958, to maintain the freedom of West Berlin and its people.

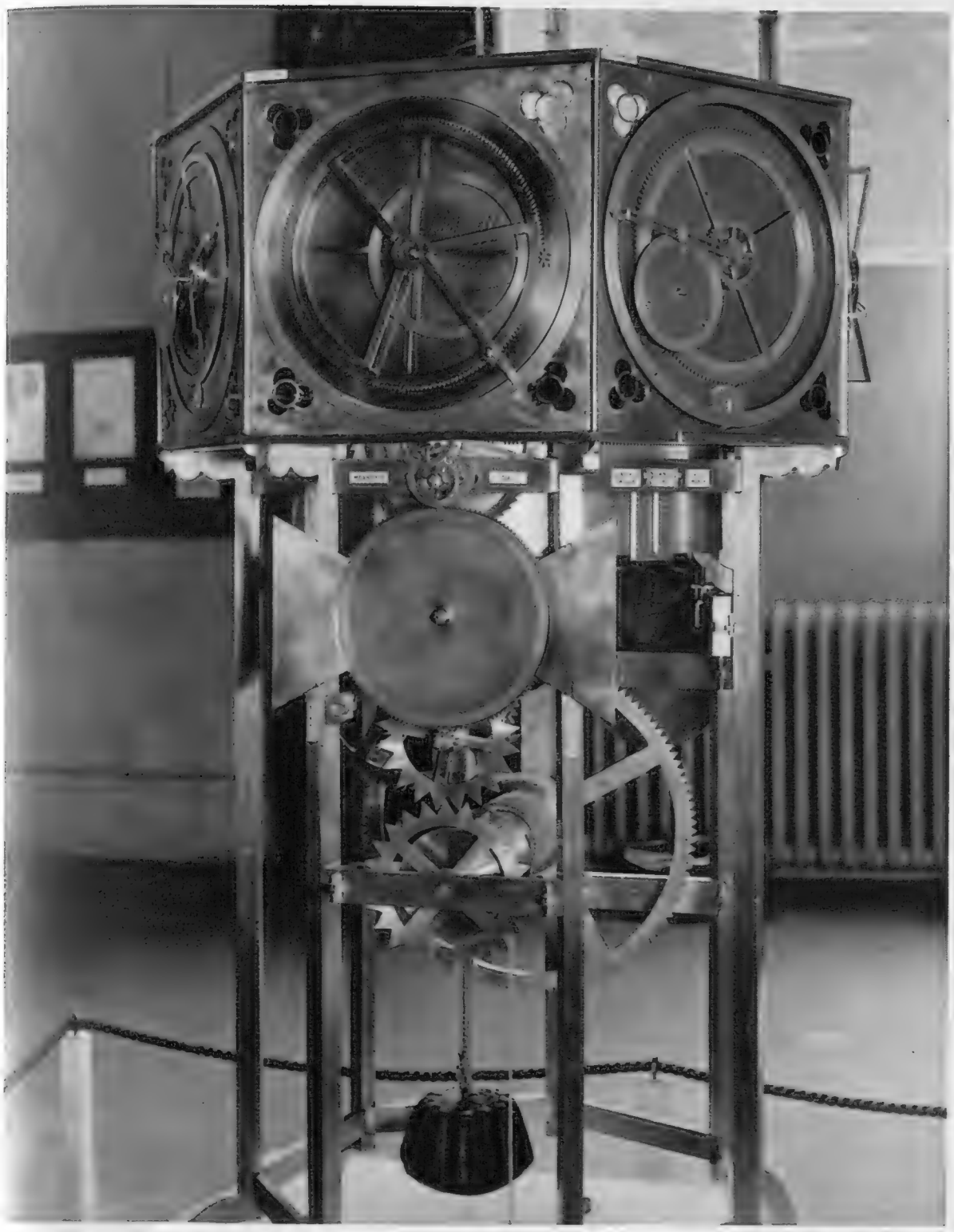
Lord Home was just as firm when he spoke to journalists at London Airport on his return from Oslo. "There are," he said, "two essentials on which Nato has always emphatically insisted, whatever is done by Khrushchev. These are that the right of access to West Berlin and the right of the Western Powers to station troops there are in no way impaired."

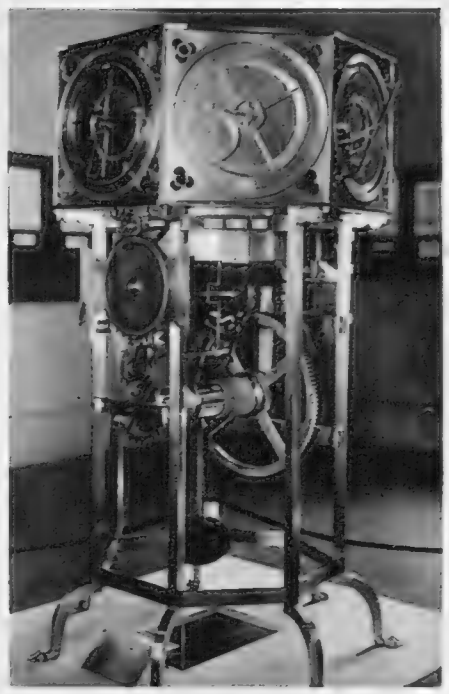
Other political matters which, a few years ago, would not have seemed relevant to Nato's position, were also discussed. An interesting and far-reaching proposal lay hidden behind the vague phrase that the Council "is to consider proposals for a permanent political advisory group to study long-term problems such as neutralism, counter-subversion and propaganda." This was a British idea, and I wonder greatly what in the end will really come of it. In these political fields, which are becoming of steadily greater importance, the Western Alliance has always been at its feeblest and most vulnerable. To put it frankly, how can the Alliance prevent the rapid withdrawal from Western influence and Western connections of emergent nations? And is it desirable and possible ever to try?

Countries like Mali and Cuba call themselves neutralist but their neutralism differs radically from that practised by India and Yugoslavia. Whatever their leaders say, they are in fact falling more and more under Communist influence and are building up Communist connections; and we in the West are being relentlessly pushed back within our own perimeter. A study group does not seem a particularly massive weapon with which to counter such an attack; but is at least a beginning—and it is oddly refreshing to think that the concept is British in origin.

It is inevitably linked to the old familiar announcement of Nato members' determination to increase their aid to underdeveloped areas. This is the price which the Western nations are having to pay—it will be a bigger and bigger price as the years go by—for their own industrial technical and scientific achievement. Our eagerness to pay it arises, I believe, from profound feelings of guilt. That the peoples of the underdeveloped nations might perhaps have developed themselves, even in the era of colonialism, and that several of the colonialist Powers were doing all they could to prod them into developing, are ideas so novel and so shocking as to be heresies.

But that the desert Bedouins are poor is, to some extent, the desert Bedouin's choice and responsibility; that the Masai go naked and smear their heads with cow's urine is the choice of the Masai. To expiate our self-inflicted European guilt, is it really necessary that the Bedouin and the Masai must, the colour of their skins aside, be made to look like counterparts of every typist, City clerk or shop assistant? We all apparently agree that it is essential: and in Europe and in North America we raise vast sums to bring it about. Has anybody ever heard of danegeld?



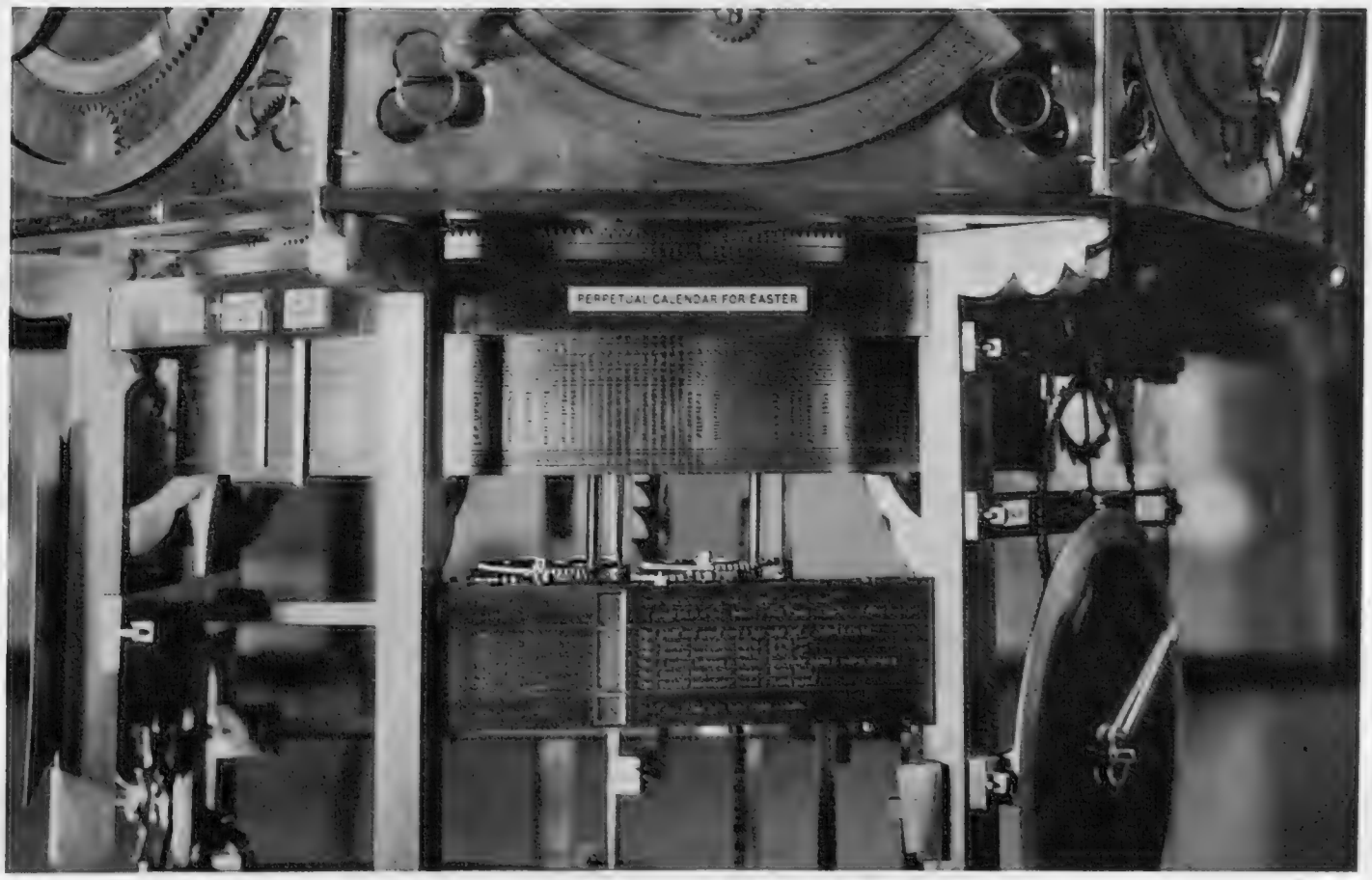


Probably the most complicated astronomical clock ever to be put on show in Great Britain

UNIQUE CLOCK

On exhibition at the Science Museum in South Kensington, until June 25, is the first full astronomical clock to be made in Britain for 250 years. It is an exact replica of the clock designed and constructed by the Italian scientist and philosopher, John Dondi, in the years 1348 to 1364. Made of brass, the clock uses intricate gearing to show Mean and Star Time and the motions of the sun, moon and five planets, using a weight-driven movement. Dondi's achievement was far ahead of his time. Part of the apparatus was not paralleled for centuries. The clock was later destroyed, but Dondi left a full description in Latin. This was translated in the 1930's. Mr. H. A. Lloyd completed the translation and decided to have a replica of the clock made. He found collaborators in the managing director, Mr. G. Buggins, and his co-director and chief craftsman, Mr. P. Haward, of Thwaites and Reed Ltd.

The extraordinarily complex astronomical clock is driven by a suspended weight. At the top are dials (left and right) showing the motions of the planets Mars and Venus, and (centre) sidereal or star time. Below is the Mean Time dial with, on either side of it, the recorders of sunrise and sunset



Right: In this view the top centre dial shows the motions of Mercury. Below is the perpetual calendar for Easter

The boys of Beaumont College bow to the Queen as she is escorted by the Rector, Father Costigan, S.J., on her arrival at the Roman Catholic public school at Old Windsor, in Berkshire. During her visit to the school, which celebrates its centenary this year, the Queen planted a tulip tree. In the May 13 issue of *The Sphere* there was a special three-page feature on Beaumont

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

"'NOT ON US,' THE WALRUS SAID." The South Wales miners turned more than a little blue when they heard the Steel Company of Wales were toying with the idea of importing much cheaper U.S. coal than that which South Wales pits can supply. No doubt the Steel Company may never do it, may not be allowed to do it. It would, however, be useful alike to the miners and to the public to learn why it is that imported American coal is still much cheaper than what the pits in the neighbourhood in South Wales can offer. The nation regards, and has long regarded, the import of foreign coal to a country built on coal, whose economic prosperity was once founded on coal, as outrageous. On the other hand, the export of steel is regarded as our life blood and we can only sell it abroad if our prices compete with our trade rivals'. It is certainly a foolish jibe to call the Steel Company "profit-seekers." Unless they seek profit, they can hardly compete in world markets. Reducing overhead costs is the very article of exporters' policy. It is not due to the miners alone that the prices of all forms of coal have constantly increased since nationalisation to the point when British coal in any form is a luxury for which in the past decade all who could do so have sought to find a substitute. Governments and the Coal Board, union chiefs and others, share the blame for various examples of short-sightedness. In other countries, now our serious rivals, the reforms necessary to mine coal at reasonable competitive prices have been forced through. And the new Coal Board in Britain is pledged once more to catch up. But the obstacles against success are still formidable and the opening shots in the campaign to compel the Welsh Steel Company to buy British, in their erratic illogicality, prove how formidable those obstacles are. If only we could use and export the coal we are still built on, we could solve the worst of our present economic problems. But the old fears that new machinery means unemployment are still potent, and the rehabilitation of our vital nationalised industries demands sacrifices and restraints which few of those engaged in them are prepared in the long view to make to-day.

"TO-DAY'S TORIES." Several forthright correspondents to the Press have called the present Government "Conservative only in name," and one or two have made the awful and time-honoured threat: "As a lifelong Conservative, I shall never vote for them again." And they go farther and urge all genuine Conservatives to work for the dismissal of the chief architects of the present jerry-built policy at home and abroad, Messrs. Macmillan, Butler and Macleod. That is all very well. "Lifelong Conservatives" have often drafted fiery letters to the Press from club writing-tables containing terrible threats of withdrawing support. The trouble is, what then to do with their votes? A "lifelong Conservative" can hardly swallow the proposed domestic policies of the Socialists and must wait a very long time before his support for Liberal candidates can produce a majority party and alternative Government. And another thing: we might expect as many or more angry letters of criticism of the present Government for being *far too Conservative*. Mr. Butler, for instance. I thought that on certain matters which reveal great public anxiety and pressure (such as checking the crime wave) more of us regard him as too Conservative, a die-hard in the last ditch. Mr. Macleod is a die-hard on the question of curbing Colonial immigration. And as for Mr. Macmillan, in his efforts to sustain, maintain and multiply "our old nobility," he is a positive Lord John Manners. If all of us withhold our votes from Tory candidates, whether on the ground that the present Government is too little or too much Conservative, we may advance the cause of the

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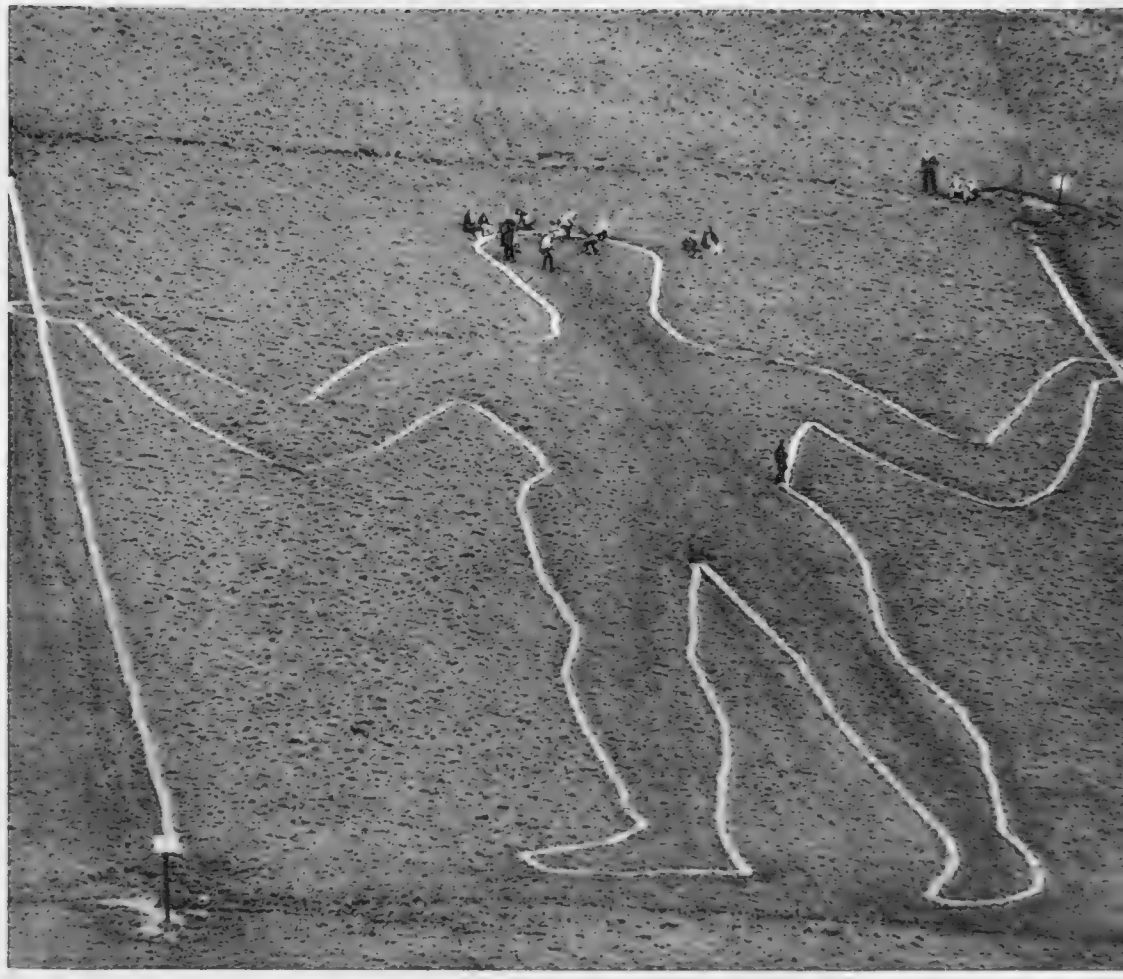
Pony-trekkers enjoy the sights and scents of spring in the Doone Valley on Exmoor



Sightseers are dwarfed by the Long Man of Wilmington, the only ancient chalk monument on the South Downs. On a fine day the gigantic figure, about 240 ft. long, can be seen for miles across the Sussex Weald. Its outline is now marked by a wall of whitened bricks which were set up to prevent the line being erased by sightseers or cattle. The Long Man is probably of Ancient British origin

Socialists and even encourage them to be much more than " Socialists only in name." Then, of course, we may regret our withheld or misplaced votes. Still, I find excuses for letters dashed off in heat. The Tories have had it their own way for ten years, and not much benefit to show for it has come *our* way.

" TO RESTORE BRITISH PRESTIGE." There are even Britons, who would claim to be patriotic, who sometimes say that British prestige in the eyes of the world needs to be restored. The Greeks have a suggestion for doing just that. They say that if our Government would accept the suggestion of Mr. Francis Noel-Baker and restore the Elgin Marbles to the Acropolis, the gesture would enhance our world prestige, and make for international friendship. This idea opens up a wide field for examination. If by restoring to its country of origin every work of art, bought or looted in the past, we could ensure perpetual friendship with the nations concerned, there would be a good case for decimating our galleries and museums, and certainly, as a single instance, the Elgin Marbles would be more appropriately displayed round the Parthenon in Grecian sunshine, whether or no they are deteriorating in the fogs that hang in the British Museum. But before we begin to tear our National Gallery treasures from the walls for return to Germany, the Low Countries, France, Italy, and so on, we must be more assured of the perpetuity of friendship resulting and we must remember that Russia and her Satellites and America will come off worst in the re-divide and will have much less cause than the Dutch, the Belgians, the Italians and the French for promising us eternal friendship. And it was not tactful of Greece's official organ to launch the great idea with the bald statement that a business deal, not greatly questioned when it was concluded, was a base example of looting. Oddly enough, there was more criticism between 1802 and 1810 of the seventh Earl of Elgin's deal on the score that some of the marbles were not worth buying; and when the British Museum took them over, Lord Elgin was £14,000 out of pocket for his pains. When you are thinking of asking a favour of your neighbour, it is bad policy to start by calling him names.

COMPANIONS OF LITERATURE. Sir Winston Churchill, E. M. Forster, John Masefield, Somerset Maugham and G. M. Trevelyan were the first five Companions of Literature announced by Mr. Butler for the Royal Society of Literature's new award. I have heard literary men (not those selected) say that they considered the new honour rather ridiculous. Certainly there are a great variety of honours and rewards to be won and most of those first selected for this additional one have already been heavily loaded with O.M.s, C.H.s and what not. All the recipients are between eighty and ninety and the first selection no doubt took note of their age, aiming to assure them a chance to bear their blushing honours thick upon them. I suppose there are at least another dozen illustrious authors who are saying to themselves: " *Forsitan et nostrum nomen miscebitur illis.*" Whom shall we tip for the next divide? Women are not ruled out and I might have a flutter on Lady Nicolson. Then there are the scientists and philosophers. Bertrand Russell, if only on the score of age, might be in the next allotment, and, since the art of the novelist is so highly regarded, some of the once-angry young men, now sober classics, may well be hopeful, the Huxleys, the Greenes and the Waughs; and hope, too, must exercise some of our other historians. Certainly the first five seeded make up an impressive and unexceptionable list. I only wonder whether the new award adds anything to official and public recognition of their literary merits. There is something mildly ridiculous about the patchwork quilts on the breasts of successful generals, for example. The highest honours breed like rabbits on their tunics. They scoop up all the Grand Crosses, sometimes to their own embarrassment. And so with the illustrious in other fields with their K.G.s, O.M.s, C.H.s and Grand Crosses. It seems a pity that these highest honours are not more nicely restricted to definite fields of endeavour. Then there would be less need for supplementaries from other sources than the fountain of honour to indicate merit in a particular field.

" PROTESTS TOO MUCH." Whether it is a dean or an atom missile or bomb, an umpire's decision or a Government's obstinacy, our first, not our last, expedient is to stage a protest, actively or in wordy violence. Our patience, like Hitler's, was long ago exhausted and we have long given up any belief in peaceful persuasion. Every sword leaps instantly from its scabbard to avenge a word or behead a rumour. The cool-headed, order-loving British people have become as touchy as d'Artagnan. You can't altogether blame them. The mills of Government grind very slowly; long years of power may or may not corrupt, but they induce a confidence in the Ministers and bureaucrats which leads them to feel that time is their ally, and that there is plenty of it. Certainly more than ever before, the governed have come to believe that nothing but a sharp kick in the pants will move the authorities to attend to their own particular grievances, be they local and trivial or of world importance. It may be that neither the leaders nor the governed have yet gained a working knowledge of what that ideal of democracy really means. Our own brand is still half-baked or stewing up and we are likely to remain on the boil for some time to come. Ideally, I suppose, democracy should imply that the voice of the people should be listened-to punctually and with care and respect, and that the same respect should be accorded to the decisions of authority reached after punctual and exhaustive examination of grievances. We are 100 miles from that ideal. There is far too much indigestible matter on authority's plate, far too much heady alcohol in the public's tankard. We walk abroad with our swords half-out of our scabbards.

THE OLD STAGER

Macbeth (Maurice Evans), with Lady Macbeth (Dame Judith Anderson), is crowned King of Scotland

ENTERTAINMENT

MACBETH

at the Academy Cinema from May 27

Shakespeare has always proved a lure to the cinema industry, even in its silent days. By now the list of Shakespeare films has reached considerable proportions, but it is noteworthy rather for individual performances than for successful overall productions—for instance, the three classic Olivier achievements as Henry V, Hamlet and Richard III; Marlon Brando as Mark Antony; James Cagney as Bottom; and Leslie Howard as Romeo. Latest of the films to join the list is George Shaefer's version of *Macbeth*, starring Maurice Evans, the doyen of Shakespearian actors on Broadway, and Dame Judith Anderson. It is not the first *Macbeth* film—there is one by Orson Welles and a modernised gangster version called *Joe Macbeth*. But it has points of great interest. Part of its backing came from the U.S. where it was bought to be shown on television as a prestige colour production. This collaboration between two media—television and the cinema, at one time locked in fierce combat—has had its effect on the method of treating the play. The director and the stars have concentrated on giving a straightforward, quick-moving account: much of the film is shot in close-up. When transferring Shakespeare from the stage to the screen there are a number of pitfalls: the illusions of the Jacobean stage depended on a number of conventions and on the close sympathy built up between actor and audience. This sympathy is absent in the cinema and the stage conventions war with the film camera's prying realism. By using close-ups and concentrating on the actor's face, these difficulties can be lessened. To provide contrast, in George Shaefer's *Macbeth*, which was made in Technicolor, some of the scenes were shot on location in Scotland, at Hermitage Castle, near Hawick. Although theatrical tradition associates *Macbeth* with bad luck, it has remained one of the most popular works in the Shakespeare canon. This new version is released by British Lion.

Jolyon Wimhurst

"Slumbery agitation"—Lady Macbeth (Dame Judith Anderson) in the sleep-walking scene. **Right:** Macbeth "plays the humble host" to the guests at the banquet while Lady Macbeth remains on her throne

The Bloody Sergeant (Robert Brown) rides from Macduff's estate, devastated on Macbeth's orders

Banquo (Michael Hordern) is killed by the Second Murderer (Douglas Wilmer)

The Porter at the gate (George Rose)

Macduff (Ian Bannen) leads the troops on the assault of Macbeth's castle at Dunsinane, shouting, "Tyrant, show thy face!"

Right: Macbeth meets the witches for the first time. They are played by Valerie Taylor, April Olrich and Anita Sharp Bolster

THE VOICE OF THE COMMON

GREAT BRITAIN

Commonwealth Day was celebrated, as usual, on May 24. In a message issued for the occasion the chairman of the Royal Commonwealth Society, Viscount Boyd (formerly Mr. Alan Lennox-Boyd, Secretary for the Colonies 1954-1959), wrote:

" Often in the past we, in the Commonwealth, have spoken of ourselves as a family. We have thought of the relationship between us as family ties—some of them inherited at birth, some of them almost instinctive, some of them slowly maturing by growth.

" Now South Africa has gone (also, for quite different and rather special reasons, British Somaliland and the Trust Territory of the Southern Cameroons). And suddenly we see that the Commonwealth is no longer something one is born into, without choice.

" From being a family it has become a faith—a faith we can either accept or reject, develop or neglect. And what we believe it to be, it may well become.

" Those who have decided, of their own free will, in these past twelve months to take their full places beside us—Nigeria, Cyprus and Sierra Leone—can help us to determine what the Commonwealth shall be. A matter of convenience—a comfortable phrase—or a challenge to find what things we hold in common?

" The Commonwealth is no longer a club but a cause."

The idea of a Commonwealth Day, or Empire Day as it was originally called, first came from Canada in 1902. This suggestion was taken up and Queen Victoria's birthday, May 24, was chosen.

However, although the proposal received much support, it took some time to implement. Canada, India, New Zealand, the Straits Settlements, Mauritius and some West Indian islands started to celebrate Empire Day in 1903; in 1905 it was recognised by Australia; and in 1910 by South Africa; but it was not until 1916 that Great Britain officially recognised the Day, and the remaining Empire governments followed suit.

From then, Empire Day has been widely celebrated, and in 1958 the name was officially changed to Commonwealth Day. It is interesting to note that the phrase "The British Commonwealth of Nations" was first used, not by an Englishman, but by Field Marshal Smuts, in 1917.

Maraetai is one of the several hydro-electric stations operating on the Waikato River in New Zealand

NEW ZEALAND

The Waikato River in the North Island of New Zealand is being harnessed by a chain of nine hydro-electric stations—spread over 90 of its 220 miles. These will have a total capacity of 1,000,000 kW. Most are now in operation, the first power from two having been produced this year. New Zealanders use electricity to the maximum in homes, offices, industry, the farming activities on which the economy is based, and entertainment. The South Island has great hydro-electric resources, but the North Island, home of two-thirds of the population of more than 2,300,000, has smaller resources. Of these the Waikato, the longest river in New Zealand, is by far the most important.

In October 1943 a comprehensive scheme to use virtually the whole fall of the river from its source at Lake Taupo to near the town of Cambridge, 90 miles downstream, was completed. In that distance the fall is over 1,100 ft., of which some 1,000 ft. will ultimately be developed. One of the two pre-1943 stations operating on the river, Arapuni, was incorporated in the scheme; the other, Horahora, built in 1913 by the Waihi Gold Mining Company and bought by the Government in 1919, had become outmoded and was submerged by the lake formed by the Karapiro dam in 1947. Working upstream from Cambridge, the power stations now operating or under construction are:—Karapiro, commissioned 1947, 90,000 kW.; Arapuni, 1929, 157,800 kW.; Waipapa, in operation in April this year, 51,000 kW.; Maraetai, 1954, 180,000 kW. (a duplicate station will ultimately boost the peakload capacity to 360,000 kW.); Whakamaru, 1956, 100,000 kW.; Ataimuri, 1958, 84,000 kW.; Ohakuri, which also came into operation this year, 112,000 kW.; and Aratiatia, scheduled for completion in 1964, 90,000 kW.

Lake Taupo, the natural reservoir for the Waikato hydro-electric stations, lies 1,200 ft. above sea level. It is 238 sq. miles in area, 534 ft. deep, and has a catchment of 1,250 sq. miles. It also offers some of the best fly fishing in the world, with rainbow trout averaging nearly 4 lb. and running as big as 12 lb. The flow of water from the lake into the river is controlled by gates near the township of Taupo to ensure that, except in times of flooding, little water is wasted by being released over the spillways at generating stations. By 1965, when the stations now building on the Waikato will be fully operating, its water power will be fully employed, but a scheme to augment the flow is being considered. The headwaters of rivers rising on the western and south-eastern slopes of the range which includes Mounts Ruapehu, Ngauruhoe and Tongariro could be diverted into Lake Taupo and ultimately into the Waikato, and they could also drive generators on the way to the lake. Underground conditions are being investigated, and rainfall, snowfall and flow of rivers on the western and south-eastern slopes of the mountains measured.

The consulting engineers investigating the scheme have proposed that it be divided into two parts. One would divert the headwaters of the south-flowing Rangitikei River through a chain of tunnels and reservoirs into the Tongariro River and, after passing through power stations, to Lake Taupo. The second part would divert the headwaters of the Wanganui River and its tributaries, which rise on the western side of the range and also flow south, through tunnels, aqueducts or shallow channels and existing rivers into Lake Taupo. A power station would be built at Tokaanu near the southern end of the lake. This Upper Waikato scheme would be very like Australia's Snowy River scheme in that it would divert water from one side of a mountain range to the other and use it to generate electricity. It would also have some most impressive engineering works.

The Taupo area has another energy source—geothermal steam. The surface emission of subterranean heat, which has made Rotorua and Wairakei famous as tourist resorts, has been the subject of intensive research and experiment. At Wairakei, a few miles north of Lake Taupo, the second major geothermal-electric project in the world and the only one in the British Commonwealth is being established. The extent of useful geothermal activity is assessed by driving test bores. The first stage in the development of the Wairakei project is complete. Steam from subterranean bores is driving seven generators which produce more than 60,000 kW. Work on the second stage, which will increase the generating capacity to 150,000 kW., has begun.

WEALTH

A message for Commonwealth Day; hydro-electric power in New Zealand; India abolishes marriage dowry; preparing for the Royal visit to Ghana

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

INDIA

A social change of far-reaching significance was brought to the Constitution book in India this month. Dowry became outlawed. Both Houses of Indian Parliament met in a joint session for the first time and passed the Bill which makes the giving and receiving of dowry a penal offence. The section in the Bill exempting presents was retained. The proviso proposed by the Government to the clause penalising the demand for dowry was accepted. An amendment seeking to limit the amount of presents was rejected. After approving a few formal changes, the amended Bill was unanimously adopted. The Speaker then declared the joint session closed.

The Bill now goes to the President for his assent. It will extend to the whole country, except Jammu and Kashmir, and will come into force on a date to be notified by the Government. After that date, the giving or taking of dowry will be punishable with imprisonment which may extend to six months or with a fine up to £375 or both. A similar penalty is provided for demanding dowry but the sanction of the State Government will be necessary before a court can take cognisance of any offence under this section. Presents in the form of cash, ornaments, clothes or articles will not be deemed as dowry unless they are in consideration for marriage.

All sections of Indian opinion have welcomed the removal of what has been called "the weight around the neck of the parents of every unmarried daughter." Jubilation on the passing of the Bill was unmixed. Orthodox die-hards for a time opposed a change in the age-old custom of dowry but the tide of progress worked against them. Soon they recognised the inevitability of this reform. That the Bill was passed unanimously showed the feeling of public opinion against this iniquitous custom. The Bill is a landmark in the march of India towards modernity.

The Lower and the Upper Houses of Indian Parliament could not agree on the form of the Bill in the initial stages. The Bill lodged with amendments and counter-amendments by either House shuttled from one chamber to the other, session after session, without result. For such deadlocks, the Indian Constitution provides for a joint session where a simple majority carries the day. That the President ordered both the Houses to meet jointly and resolve their differences was itself a historic decision. The forces of change cannot now be checked or defeated.

Mr. T. L. Macdonald, the New Zealand High Commissioner to the U.K., speaks at a ceremony at Wisley Airfield, Surrey. He had received a Viscount airliner named "City of Dunedin" on behalf of the New Zealand National Airways Corporation from Vickers-Armstrongs Ltd. Dunedin is an old name for Edinburgh and a plaque bearing Edinburgh's arms has been presented by the Scottish capital to be fixed in the aircraft

GHANA

Although no details have yet been announced about the visit of the Queen and the Duke of Edinburgh to Ghana in November this year, it is possible that they will be accommodated during their stay in Accra in the 300-year-old Danish fortress that is known officially as Government House but is more often referred to locally by its original name of Christiansborg Castle. Prince Philip, who knows the building from his visit to Ghana at the end of 1959, will find changes since he was last there. The castle is the centre of a big extension scheme that will eventually house a number of Cabinet and Parliamentary offices. The area of the buildings will be greatly enlarged by the time the scheme is complete, but the architects have been careful to retain the character that is inherent in the whitewashed ramparts, from which old cannon still look across the palm-fringed surf.

The Queen stands with Sir Cuthbert Ackroyd, chairman of the Victoria League, during the League's Diamond Jubilee reception in London. The League promotes personal friendship throughout the Commonwealth and provides hospitality and accommodation in Great Britain for nurses, students and other visitors from the Commonwealth

There is a brooding sense of history about Christiansborg that at least one previous Royal visitor—Princess Marie Louise, in the 1920's—found enchanting. On the other hand, the wife of a Governor at the turn of the century refused to live in the castle, preferring a rambling wooden structure that served as Government House for the term of office. Most visitors, however, share the enthusiasm of Princess Marie Louise. And the romance of the setting, a rocky promontory only a mile from the centre of Accra, is matched by a history that is equally interesting.

Christiansborg, like the other fortresses along the coast, began as a trading post which was strengthened progressively over the years until in time it became one of the major bastions of the European traders in West Africa. In 1693 the Danish garrison had been greatly reduced by disease, and an African party of eighty men captured the place after gaining admission on the pretext of trading a quantity of ivory and gold. The leader of the successful coup, a man named Assameni, installed himself in Christiansborg in style, flying his own flag (an African brandishing a sword, on a white background), firing salutes to passing ships and entertaining British sea captains. After several months of occupation, Assameni sold the castle back to the Danes for £1,600 and also kept the goods (worth another £7,000) which he had captured with the place.

There was an unhappy sequel to the episode involving the Danish Governor who had barely escaped with his life when the fort was captured. He had made his way, despite a broken arm, to a Dutch fort a mile away and there he was given asylum until he was able to get a passage on a ship to Denmark, where he was to stand trial for the loss of Christiansborg. But hardly was the vessel out of sight of land when it was captured by the British pirate, Long Ben Avery, who took all the Danes prisoners and eventually made them walk the plank, including the unlucky Governor.

Christiansborg shared in the varying history of the Gold Coast through the years. It served as a depot during the dark chapter of the slave trade (another dungeon has been unearthed during the present alterations). Demonstrators marched towards it in the disturbances of 1948—an occasion which triggered off a series of events, leading to constitutional reforms and eventual independence. To some extent, the story of Christiansborg is the story of Ghana: a story which will reach another chapter when the Queen and her husband arrive in Ghana for what will undoubtedly be ten memorable days in November.

GABOR DENES

YACHTING

In the *Royal Yachting Association Yearbook 1961*, just distributed to members, the South African Yacht Racing Association is listed among the affiliated members. It is sad to contemplate that it is for the last time it is included; only affiliated members can be included (according to R.Y.A. General Rule 3): "Associations, Racing Unions and other Authorities controlling the sport of yachting in any Dominion, State, Colony or other territory within the British Commonwealth."

It is some consolation that when the South Africans were informed of their new position in relation to the R.Y.A., they were also told that it would be a pity to allow politics to interfere with purely sporting ties of friendship, and the suggestion was made that their Association should become a "Recognised Club Member." To the great delight of all concerned this suggestion was well received, and South Africa will retain its close connection with the R.Y.A. in this form. The definition of such membership in the rules of the R.Y.A. is "Clubs, Associations, Societies and Committees having as one of their objects the promotion of the sport of Yachting, Sailing or Cruising, either under sail or power." There are at present thirteen affiliated members and 1,011 recognised clubs.

The Yearbook itself has undergone considerable changes. Inside the elegant and tasteful new covers are to be found many useful innovations this year. Hitherto it has been the practice to include the full list of names and addresses of individual members, and as the number of these has risen in the last ten years from 1,387 to 10,543, something had to be done. This year the list is printed separately and is supplied to any member who asks for it. This will enable the Council to decide if the printing of the list is justified by the demand.

Other innovations made this year include a list of useful dates for the diaries of members, the names and addresses of the International Classes and their Associations, National Class Owners Associations, and other associations recognised by the R.Y.A. Lists with cross references are given of the clubs and the classes they race, and of the classes and the clubs which regularly race them, and also a geographical list of clubs and the classes they race with maps and map references.

For the first time there is a coloured chart of the international code flags and—a brilliant idea this—the full text of the International Regulations for Preventing Collisions at Sea is included. This should go a long way towards maintaining and improving the standard of behaviour of amateur seamen, especially newcomers. The new handbook has emerged as the most useful yachtsman's vade mecum and is crammed with information.

The Royal Canoe Club has accepted an American challenge for the New York Canoe Club Cup which was brought back to England by W. Kempner and A. Emus in 1959. One of the oldest trophies in sailing, this cup was first competed for in 1885 and first won for this country by Uffa Fox and Roger de Quincey in 1933. After that it was successfully defended by the British until it was once more regained by the Americans in 1952. The last time the British helmsmen sailed one American canoe and one which they had taken with them, designed by Ian Proctor. It is significant that the challenging Americans will sail in British-built canoes by the same designer. The racing will start off Hayling Island on August 17.

The South African ocean-racing yacht, the 75-ft. long *Stormvogel*, on her trials in Table Bay earlier this year. She was built at Stellenbosch, 30 miles from Cape Town

Sunmaid III (Guy Bowles) was the overall winner on corrected time of the 15-mile passage race from Hamble to Yarmouth and the return race the following day (May 13-14)

The five vessels setting out from Polperro, in Cornwall, comprise the full strength of the port's present-day fishing fleet. In past times there would have been a long line of boats

THE FISHERFOLK OF CORNWALL

By CYRIL P. BUNN

Drawings by JACK MERRIOTT, R.I.

The homely fishing communities of Cornwall, dwelling in villages which cling to the sides of tidal inlets and present a Continental rather than English appearance, follow their sturdy and independent calling as their forebears have done for hundreds of years. Old people can recall the days of sail, when the stubby little craft with their deep fish-holds filled the harbours in dozens and even scores. Then, to see the fleet set out on the evening tide, their red-brown sails—famous Cornish lug, mizzen and jib—filling to the breeze and reflecting the low-beamed sun, was indeed a sight to move the heart.

The ancient hazards of the sea remain, for the boats are still small, of an overall deck length of about 35 ft., and the coasts are rocky, the seas stormy, and the harbours are entered by what are little more than narrow gashes in the cliffs. Small petrol and paraffin auxiliaries, and latterly the full diesel power plants, have cut out some of the uncertainties and reduced the "loustering," the Cornish term for hard physical work, but the sea is ever the implacable protagonist.

John Masefield wrote of the sailing ships which were his first love:

> Time was when all the ports were filled
> With that sea-beauty man has ceased to build.

To-day one can say more prosaically, but equally sadly:

(*Continued on following pages*)

Lowering the baulks in rough weather at Polperro

Drifting at night to catch pilchards off the Eddystone Lighthouse. The net is paid out from the bows and seagulls, as always, follow in the wake of the craft

THE FISHERFOLK OF CORNWALL

Unmeshing and landing pilchards in Polperro Harbour at the end of a voyage

(*Continued from previous page*)

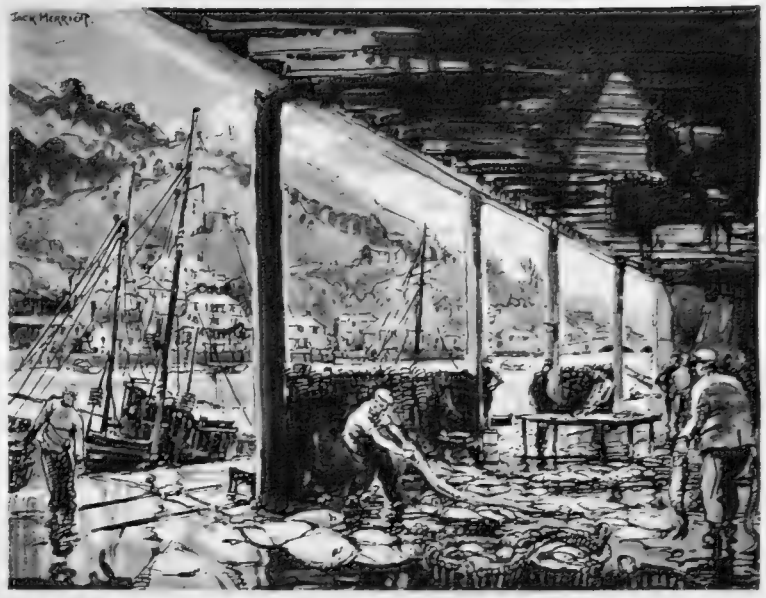
Time was when Cornish ports were alive with the hustle and bustle of much larger fishing fleets.

The Polperro fleet numbers no more than five boats constantly at work. Once the little land-girt haven was so full of commercial craft that it was possible to cross from one side to the other over their decks. Mr. Alfred John Pengelly, doyen of Looe fishermen and a well-known member of the Cornwall Sea Fisheries Committee, remembers forty-four luggers " fishing out of Looe " forty years ago. Now there are twenty-two drift-net boats, and recently only eight were out, long-lining for ray, conger, ling and skate.

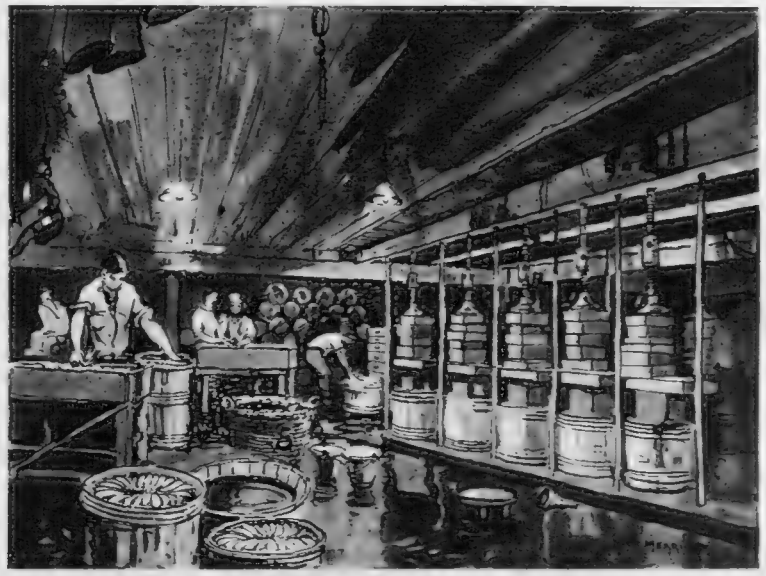
But in most of the ports fishing is still, when necessary, the first call on the population. For instance, lowering the baulks is a winter operation in which everyone lends a hand. Without the protection of this stout wooden barrier the small boats would be swamped and possibly damaged beyond repair. With a high tide and following gale the sea sometimes covers baulks and quay to a depth of 1 or 2 ft.

One of the chief catches for Cornish fishermen is pilchards. The pilchard season is from June to February but between October and December they are difficult to find. In winter the night can be very long and cold, when the restless craft is drifting with the long stretch of net paid out from the bows. Down below in the water, silently, the pilchards are running their heads into the mesh and getting their gills caught; above, the crew of three or five, and members of the same family, busy themselves with various odd jobs, which include lighting the galley stove and frying a meal. Occasionally the engine is run lazily to maintain way, and it is still current practice to hoist a small mizzen sail to keep

...ousehold, near Penzance, is a typical Cornish fishing port



In the fish market at Looe the men are handling ling



Pilchards for export are packed and pressed

...e boat head-to-wind. There are two small ...nks in the bows where a passenger can try ... sleep.

A bad sailor finds the drifting incredibly ...ying. Occasionally the plaintive cry of a ...a bird comes from the vast black space ...verhead, and the flickering riding lights of ...he other craft in the fleet do little to dispel ... sense of smallness and vulnerability. The ...ddystone is 18 miles or so from port, and ...he stout boat, so substantial when tied up at ...he quay, seems only a frail wooden box. ...lo wonder Cornish fishermen are deep-...hinking, religious folk; even if they do not, with W. H. Davies, "stand and stare," at least they have cause for ample reflection.

Unmeshing of the pilchards is a tricky operation on a heaving deck and with a bitter wind blowing. They are persistent, active creatures and push themselves well into the net, so that they must be picked out rather than shaken. They are loaded into the deep hold or sometimes left on deck. Latterly the pilchards are being boxed at sea, ready for delivery to the cannery. Ray, conger, ling and skate, caught by "long-lining," for which hundreds of hooks are individually baited, usually go to Billingsgate.

Many of the Cornish boats carry echo-sounders, which help in locating the pilchards but not in selling them. Cornish fishermen say that in 1955-56 the demand was very good for their pilchards, but the Government permitted canned imports to be stepped-up to 12,000 tons a year. At present, a Looe man told me, "We only produce 2,000 to 3,000 tons, but we could produce much more."

Looe fish market, once a hive of industry daily where one has seen boats waiting to discharge the third successive landing, is now closed on a number of days because there is no market for the catch. A special method is

(*Continued on page 352*)

Crabbers on the beach at Sennen. Pots of wicker are being made outside the round building which was once used for making seine nets which had to be circular. The upper part of the building is now used as a loft for nets

BRIAN VESEY-FITZGERALD

SUPERSTITIONS DIE HARD

She was a good, solid—figuratively speaking—rural type in her mid-forties. No nonsense about her: good flat-heeled brogues, good tweeds, weather-beaten complexion; probably good on a horse and certainly excellent at meetings of the Women's Institute. The sort of woman in whom, you felt at once, you could place complete reliance: the sort of woman—and I can think of no higher praise in these days of packaged meals—who would make a good suet roly-poly and would not stint the treacle.

She was driving me in an Austin Twelve of around 1930 vintage over narrow, steep, deeply-rutted tracks to visit a cave which was said to hold multitudes of bats; and she was doing so because she thought that these tracks, mostly unused from one year's end to another, would not do the springs of my car any good, which is proof that she was an exceptionally sensible woman. The springs of her car had given up the struggle long ago and the steering had no more than a nodding acquaintance with the wheels: the only thing on that car that worked was the driver, and she drove it with complete confidence (and much faster than I should have thought possible) and at the same time conversed intelligently and amusingly on agricultural affairs.

A magpie crossed the track ahead. She swerved, a little more violently than she had been doing for the last mile or two, and said aloud: " One for sorrow ": then, " Oh, good; there 's the other one. Two for joy." And then went on:

Three a girl,
Four a boy;
Five for silver,
Six for gold;
Seven a secret that 's never been told.

She said it solemnly, and certainly not for my benefit: she had forgotten me for the moment. She was repeating it aloud to herself, as though she always did whenever she saw a magpie. When she had finished, she said rather wistfully: " But I 've never seen seven." It amazed me, for she was, on slight acquaintance, the very last person I should have put down as likely to be superstitious.

I know full well that, among the older generation of country folk, the men and women who worked the land and lived close to it, men and women who had little or no schooling, the magpie takes first place as a bird of omen. Not just in Britain, but pretty well throughout Europe. Among such folk the fear of meeting a single magpie is almost universal, though to meet two is generally considered to be lucky. You may still come across old Yorkshire men and women who, meeting a single magpie, will cross their thumbs and repeat, " I cross the magpie lest he cross me." You may still meet old countrymen in Devon and Somerset who will spit over the right shoulder—no easy gesture: you try it—whenever they see a single magpie. You may still meet old Welshmen and old Scotsmen who will doff their caps on seeing a single magpie, for you cannot be too polite to the devil and, as is well known in those parts, there is a drop of the devil's blood under every magpie's tongue.

But you do not find these beliefs current among the modern generation of countrymen: they have had the benefit of State education and the radio, and they work, most of them, not with animals but with machines. Here, however, was a highly educated woman who obviously regarded the magpie as a bird of omen. It was, seemingly, so out of character that it really took me aback. I asked her—a silly question in view of what had happened—if she were superstitious. " Good heavens, no! " she said. And she said it, not in the rather shame-faced way in which superstitious people normally deny their innermost beliefs, but with conviction: she meant it.

We fell to discussing superstitions. Most people, I think, have at least one, though few will admit it. Stand in a busy street and notice the number of people who will step off the pavement, despite the traffic, rather than walk under a ladder. Maybe you 're one? Think of all the people who " touch wood." Maybe you 're one? All the people who throw salt over the left shoulder should they happen to spill some at table: all the people who cannot abide crossed knives on the table: all the people who say " white rabbits " on the first of the month.

But that is skimping it. If you really want a lucky month, then you should come downstairs backwards, repeating " white rabbits " on each step. I don't know anybody who does this now—but perhaps you do—but I did once catch my sister's nurse, a stout body with a moustache and a formidable temper, in the act. They were steep stairs, and I stood at the bottom and watched her with some very un-Christian thoughts in my mind. Think of all the people who say " Good morning " to a sweep: all the people who will not bring blackthorn into a house: all the people who will not look at the new moon through glass.

My acquaintance would have none of any of them. Not even the new moon: and she lives in that part of the country—though I suspect that this is more universal than it appears, even to-day—where young unmarried women " make their obedience " to the new moon, curtseying and saying:

New Moon, New Moon, fust time I 've seed 'ee
Hope afore week 's out, I 'll ha' summat gied me.

A sweetheart or a husband, for preference. Not even the new moon which, in one form or another, is the most widely-held superstition of all. She was completely unsuperstitious.

For myself, I do not touch wood. I do not mind walking under ladders; the first of the month means nothing to me, and I am always spilling the salt and doing nothing about it. I do not mind seeing one magpie. I do not even mind seeing the new moon through glass. But all my life, ever since I was a very small boy, I have bowed three times to the new moon and turned over the money in my pocket. I have to admit that more than half a century of observing this rite has not brought me the riches it is supposed to do. A waste of time? Well, maybe: but I do not know. If I had not done it I might now be in need of public assistance. I had to admit to being superstitious over the new moon. She was frankly scornful that I should have any truck with all that nonsense.

On the way back—there were, by the way, no bats in the cave—a single magpie crossed the track. She swerved and said, " One for sorrow "; and then, " Oh, good: there 's the other one. Two for joy." She did not repeat the rest of the jingle. A thought seemed to strike her. There was a long, long silence. She broke it suddenly by saying: " No, I am *not* superstitious. But you cannot be too careful with magpies." Which is just how I feel about the new moon.

A goods train passes blackthorn in bloom

Two magpies with a dead rabbit—photograph by Eric Hosking

"A Mediterranean Garden," designed by F. J. Seymour and Sons, of Ewell, was a Silver-gilt Medal winner last week in the annual show of the Royal Horticultural Society in the grounds of the Royal Hospital in Chelsea. As usual, the Queen and other members of her family toured the Show. Their presence was especially welcome this year, as it is the centenary of the granting of the second Royal Charter to the R.H.S. in 1861, when the Prince Consort was President. The Society was founded in 1804, its purposes being "to collect every information respecting the cultivation of all plants and trees" and "to foster and encourage every branch of horticulture." It was first incorporated by Royal Charter in 1809

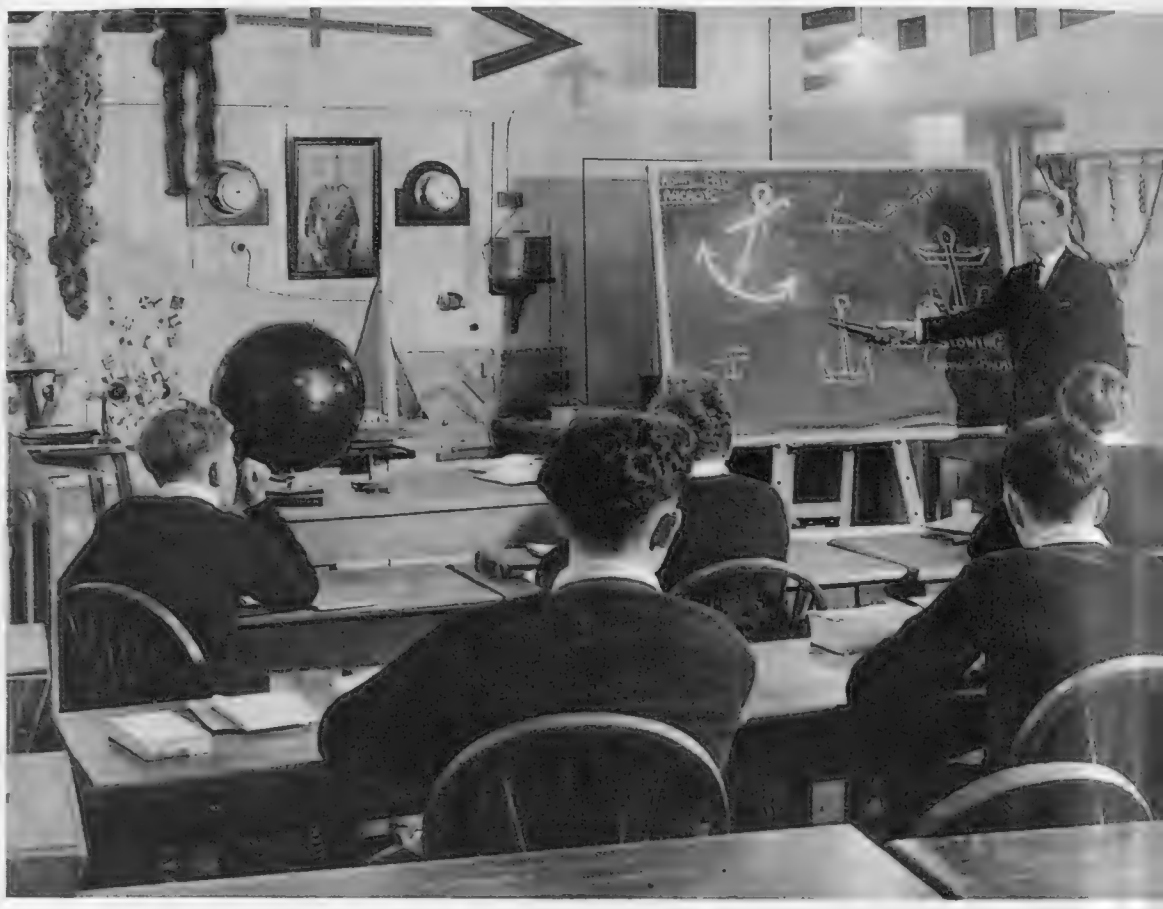
FLOWERS IN CHELSEA

The Queen with Princess Alexandra at the Show. **Below:** Princess Margaret, Mr. Armstrong-Jones and Lady Rosse

The Rock-and-Water Garden which won a Gold Medal was exhibited by Gavin Jones Nurseries Limited, of Letchworth

THE PUBLIC SCHOOLS

By **VICTOR BONHAM-CARTER**



At Gordonstoun, in Elgin, Scotland, a class is given instruction in navigation. The school was founded in 1935 by Kurt Hahn and is one of the newest public schools

Many people are ready to express opinions about the public schools, but comparatively few think clearly or dispassionately about them, or even wish to do so. Prejudice, for or against, is the worst enemy, and this derives usually from confusion and ignorance. It is here that history can be of great service, for it shows how the public schools have evolved and reached their present position—and that has a direct bearing upon their future. What are the facts?

The older schools grew out of collegiate (*e.g.*, Eton) or grammar schools (*e.g.*, Shrewsbury), founded in the Middle Ages or later, to give an academic schooling principally to the sons of middle-class parents. Most were endowed and education was free. In those days the aristocracy usually employed private tutors for their offspring, while working-class children rarely got any education at all. All this began to alter in the late eighteenth and early nineteenth centuries when, in order to supplement their miserable incomes, masters at many of the schools started taking in private pupils who paid fees. After that, upper-class children began to congregate at a handful of well-known schools (*e.g.*, Eton, Winchester and Westminster) which inevitably acquired a certain social distinction, although in fact they remained primitive and barbarous places. Only classical studies of the driest kind were taught, and flogging and bullying were rife. Conditions were so bad that rebellions regularly occurred. One at Winchester, for instance, in 1818 had to be suppressed by the military, and one boy (who later became a bishop) had the misfortune to be punctured by a bayonet!

Then came Dr. Arnold, Headmaster of Rugby, 1827-42, who laid the foundations of the system as we know it to-day. Although he beat his boys when they deserved it, he attacked depravity and brutality, cultivated the friendship and loyalty of his sixth-formers, delegated responsibility, and instilled a sense of morality and idealism. He also put new life into methods of teaching, and made classics and history interesting; but he was no great innovator as regards the scope of the curriculum and looked on new subjects—such as science—with a good deal of suspicion. His colleagues and successors extended his ideas enormously, both in the old foundations and in the numerous new ones that came into existence during the middle and late 1800's (*e.g.*, Wellington, Clifton, Cheltenham). All this activity was encouraged and regulated by legislation, and by 1870 (when compulsory education was introduced for all children) the pattern of the modern public school had been worked out. That pattern remained, in essence, unaltered right up to 1939, and in some respects right up to to-day, although there have, in fact, been many changes in the last twenty years. There would have been many more had leading headmasters and governors had their way. What has gone wrong?

Boys of Clifton walk below the tower flying their flag

It is important to remember that the public schools did not arise in a vacuum. They arose because they were needed. It was not by sleight of hand that Britain became a world power in terms of trade and colonies, or exerted universal influence by means of her political and social institutions or her literature. Much of this was achieved by drawing very largely upon the vigorous, crusading youth of the nineteenth-century public schools: young men who—as pioneers, administrators, merchants, missionaries and professional men of every kind—built and sustained the British Empire in its heyday. Thus the public schools belonged to and in part created the dynamism of the age. The trouble was that they failed to keep up their momentum, and did not try to move into the new age until the old one was almost extinct. By then it had become difficult to make any move at all, partly for political and social reasons, partly for economic ones. That is why the public schools find themselves isolated to-day and why there is now an apparent impasse.

For, of course, we are in a new and very different age. Instead of a colonial Empire, we have a Commonwealth of independent nations, and Britain no longer has the monopoly of industrial or strategic power. But it is for that very reason that the need for educated and energetic young men is greater than ever—to help sustain our economy, maintain our influence, and contribute to the well-being of the world at large. For some time past such young men have not been coming from the public schools in the same proportion as formerly. Nor is it desirable that they should, in view of the fact that the public schools cater for less than 5 per cent. of all boys receiving secondary education. The majority come from State grammar schools, which provide the bulk of university students, and very many of the leaders in business and public life.

Even so, the public and grammar schools together are insufficient to accommodate all the youngsters of this potential calibre. What is needed is statesman-like action to enable the public schools to adjust themselves more fully to contemporary needs, to bring them and the grammar schools closer together in terms of social and educational advantages, and to increase both categories of schools. Together—as new kinds of public grammar schools—they can play the part tomorrow, comparable to that played by the public schools yesterday. What are the difficulties?

On the public school side, very few. Most public schools are keen to admit a proportion of State entrants, and have been offering to do so for years. But costs have to be met somehow, and so far—with a few exceptions—the State has refused to take up the places and pay the fees. The objections briefly are: selection; paying public money to private institutions; no common age of entry or curriculum; and the reluctance of parents to allow their children to go to schools, where the social atmosphere is utterly different to that at home.

A summing-up from the previous articles, and Sphere readers' correspondence

I do not consider these difficulties insuperable.

It is therefore encouraging to hear that a working party is to be set up by the Association of Education Committees to inquire into this very question, and to concentrate on *boarding*, since this is a cardinal element of the public school system. What, in short, is the " nature of the circumstances in which a child needs boarding school education ? " This new approach offers some hope, following up the proposals made by Mr. Robert Birley, Headmaster of Eton, in which he suggested that the State might well send to public schools children of broken homes, or whose parents were abroad, or whose health or home life demanded it: in other words, for technical, non-controversial reasons. Such children incidentally are already being accommodated at grammar schools (those which take boarders), but much more could be done to include the public schools as well. Mr. Birley suggests 10 per cent. of the places in public schools could be taken up by this means, at a round cost of £1,000,000 of public money—a sum which no one should grudge, since circumstances, *not* personal choice, would decide.

That, at any rate, would be a start, and it might lead to better things later. However, even this modest step would have to be accompanied by others. One would be to put the grammar schools in a position to compete with the public schools in terms of staff salaries, size of classes, school facilities, and control of their own policy (especially choice of entrants). Another would be to make twelve the common age of entry, and agree on the subjects and standards required by the entrance examination. A third would be to induce the majority of public schools (not the minority, as now) to serve their surrounding districts far more closely—as the grammar schools do—and permit more day boys and weekly boarders. Finally, there must be *more* schools, so that every boy who would benefit from this type of education would get it.

Boys from Eton College are briefed by the Mine Safety Officer before going underground at Barony Colliery at Auchinleck, in Scotland. A party of Eton boys recently visited the colliery at the invitation of the M.P., for South Ayrshire, Mr. Emrys Hughes. (He was educated at Abercynon Council School and City of Leeds Training College)

Francis Cripps, one of the Eton visitors to Auchinleck and a grandson of the late Sir Stafford Cripps, talks with Robert and Adam Montgomery, members of the family with whom he stayed during his visit to the coal mines in Scotland

And what *is* this type of education? While variations will always occur between one school and the next, all should aim at two things: the best teaching and conditions for the more intelligent boy, irrespective of social status or parental income; and the development of character in all boys, whether clever or not. Formation of character is the greatest contribution of the Arnold system, and as a psycho-analyst emphasized in his recent letter to *The Sphere*—is perpetuated by the public school tradition at its best. We shall lose it if the public schools are dragooned by the State; or if the public and grammar schools permit themselves to be dominated by exam results, as seems to be the danger at present; or if the public schools fail at any time to be adventurous and self-critical, and rest complacently upon their present economic strength.

We therefore come back to the key question—how to ensure that a boy gets the education he deserves? So far money and social prejudice have played far too large a part in supplying the answer. Yet what is the alternative, if the good is not to be lost, for the sake of getting rid of the bad? Surely, it is now up to the State to make some move towards making use of the public schools, and to allow them, gradually, to merge with the grammar schools, to create the new public grammar schools, as I have suggested?

TRAVEL

FASCINATION OF SIENA

By GORDON COOPER

It is, I know, dangerous to make special claims for any Italian city, but I think there is nothing in the world quite like Siena. Sprawling upon three hills and the valleys that separate them, it is perhaps the most medieval-looking city of all Italy. Fortunately, it has not the fashionable appeal of Florence, so it is a wonderful town for leisurely exploration, except twice a year, on July 2 and August 16, when it goes exuberantly mad over its festival called *Il Palio*. In my opinion, it is the greatest, brightest and most fanatical festa in the Italian calendar. I love the town in both moods.

There is an excellent hotel in Siena, the first-class *Excelsior*. A pleasant and less expensive place is the Cannon d'Oro. On the outskirts is the Villa Scacciapensieri (first category), lying in a lovely garden setting and commanding a panorama of the landscape of Siena. On the subject of creature comforts in this city, I would recommend the restaurants *Al Mangia* and *Alla Speranza*, both in the peerless Campo, and the *Guido*, which has a rare Michelin star.

In Siena my first visit is always to the Campo, at once its most beautiful and characteristic sight. Unique in shape, which is that of a shell, and unique also in an indefinable atmosphere, it offers a scene so antique that it never seems quite itself except when the *Palio* rages, and handsome youths in medieval costumes, tossing banners, and knights in medieval armour, sweep past, or the horse-race is being run before the whole excited population of the city, packed into the *piazza* as an amphitheatre.

The outstanding building in the *campo* is the prodigiously fine Palazzo Communale, a building which is finer even than those in Venice, Florence and Perugia. In spite of its great size it is exquisitely light, quite in keeping with its lovely lily tower, excelling even the Koutubia Tower in Marrakesh. The interior, too, is noteworthy, with its great chambers covered by very ancient frescoes, and its superb chapel, not to mention the beautiful arched cortile in the basement.

There are many other fine things to see in Siena, notably its cathedral, a magnificent zebra-striped structure built wholly of marble, and ornamented inside and out. When, after dark, it is flood-lit the effect is marvellous. Adjoining the cathedral are the soaring, unfinished walls of the " New Cathedral," which was started in the fourteenth century, but abandoned. One of the most surprising features of the whole cathedral complex is the Baptistry, reached by descending a long flight of steps. Incidentally, this is the coolest place in Siena on a hot summer's day. Among its treasures is a lovely marble font, designed by Jacopo della Quercia. Before you leave this corner of the city you should visit the cathedral museum, whose outstanding possession is a grand altarpiece by Duccio de Buoninsegna.

There are other churches in Siena of considerable importance, but I will merely note here S. Domenico, S. Francesco and Santa Maria dei Servi. There are also many fountains, housed often in Gothic arcades, several *loggie*, the two outstanding ones being the Loggia dei Mercanti and the Loggia Piccolomini, and many medieval palaces. In addition, there is the Accademia di Belle Arti, famous for its collection of paintings of the Sienese school. Never have I seen so many Madonnas, but in the handful of profane pictures there is, rather curiously, a painting of our Queen Elizabeth I. Perhaps the chief reward of this gallery is the view you get from a tiny balcony, whence there is a majestic panorama over the vast countryside.

Wander around this beautiful city at night, when it lies under the silvery moonlight and it is as charming and unreal as a dream. Don't hesitate to make a stay of several days, for in addition to the attractions of the city there are many fascinating excursions which can be made. There are good bus services, often leaving in the early morning and returning in the late afternoon. Your own car would, possibly, be a convenience.

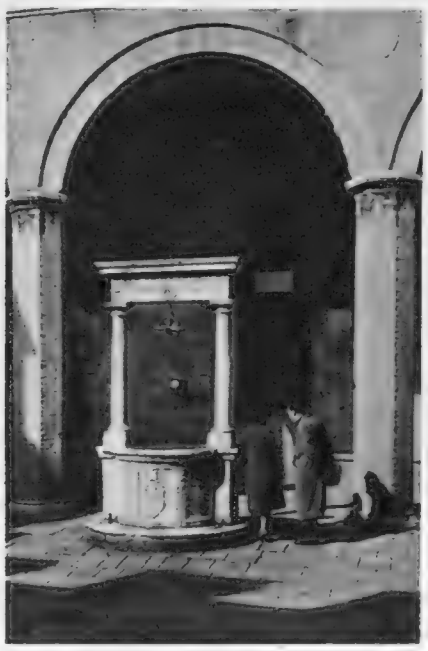
San Gimignano, with its famous towers, must surely be one goal, and on the way there I advise you to call at the tiny hill-village of Monteriggioni which has slept on its crest since the 1200's. It has a perfect ring of walls from that period, topped by fourteen towers. Dante refers to this place in his thirty-first Canto of the " Inferno," for the town was in the long-distant past an important fortress. To-day it just sleeps.

Volterra (30 miles west of Siena, and beyond San Gimignano) is one of the most interesting of the Etruscan cities. Its Etruscan Museum will hardly make you cheerful, for it contains literally thousands of cinerary urns, in all sizes—a most austere collection. Another amazing sight is the Balze, an awe-inspiring ravine with precipices of grey mud. It looks as though the whole nearby hill might at any moment slide down on the chaotic desert of mud-hills and gullies.

South-east of Siena are Pienza, Montepulciano and Montalcino, all of which merit a visit; while farther to the east are the two delightful minor art towns of Cortona and Arezzo. Pienza, built by Pope Pius II in the second half of the fourteenth century, is perhaps unique in that it is the work of one architect; and it possesses several interesting buildings. Montepulciano, the " Pearl of the sixteenth century," is a fascinating hill-town, set amid a lovely countryside. Its air is marvellous, its red wine famous and potent. Apart, however, from its beautiful palaces and churches, the outstanding gem is its Church of San Biagio—it is of perfect proportions and full of light: a church " not for repentance but praise."

Finally, there is the rarely-visited village of Montalcino, with its perfect panoramic view. Nearby is the abbey of Sant' Antimo, the finest Romanesque church in Southern Tuscany. No more happy destiny can await any traveller than to linger, perhaps for a few days, in this most pleasant small town, where comfortable inn accommodation is available.

For further information, apply to the Italian State Tourist Office, 201, Regent Street, London W.1.



In Siena—a café in the Campo, the main piazza. **Right:** The Academy of Music. **Below right:** Another view of the Campo. On the left is the Palazzo Sansedoni, one of the few surviving original 14th-century buildings in the piazza

Dominating the ancient town of Siena is the Cathedral. Its main structure was complete by 1215

ADVICE ABOUT A VARIETY OF SERVICES

The West London Air Terminal in Cromwell Road only serves London Airport. Mistakenly, passengers for Gatwick Airport sometimes go there expecting an airport coach service. There is none. The most convenient way to Gatwick Airport is from Victoria Station by a train which will ensure that passengers get to the airport thirty minutes before the flight takes off.

Two new links with the eastern seaboard of America have just been inaugurated. T.W.A. are now running a new one-stop service to Washington, D.C., calling in at New York en route. This is a daily flight. Customs are cleared in New York, so that when you arrive in Washington all you have to do is to collect your luggage. From June 1, Pan American are operating direct jet flights from London to Philadelphia, Baltimore and Washington on Mondays, Wednesdays, Fridays and Sundays. The flight to Philadelphia is non-stop, taking 7 hours 45 minutes, and Friendship Airport, which serves both Baltimore and Washington, is reached an hour and three-quarters later. It should be remembered that Friendship Airport is one hour away from Washington, while the National Airport at Washington used by T.W.A. is only fifteen minutes away from the centre.

It is good to hear that, thanks to the expedition of the engineering work made necessary by the electrification of the London Midland Line between Euston and Manchester, Liverpool and Birmingham, certain speed restrictions will be removed from June 12, and times of main line trains between Euston and Crewe will be reduced by twelve minutes.

Anyone who is going to South Africa by sea is reminded that all passengers disembarking there must be in possession of a valid certificate of vaccination against smallpox. Arrangements have been made, however, for the ship's doctor to vaccinate anyone who has not been able to get this done before departure.

Accommodation is available on the 10,000-ton M.V. *City of Johannesburg*, which leaves Avonmouth about June 12 for Australian ports, via Canada and Panama, returning to the United Kingdom via Suez. The vessel carries twelve passengers and a doctor and stewardess are among the ship's crew. Although the itinerary is not definite it is reckoned that about fourteen days will be spent in Canada, calling at ports like Cornerbrook, Port Alfred and Montreal. Sometime in early August the ship will arrive in Brisbane, sailing via Curaçao and Panama. Two months will be spent in Australia with calls being made, among other places, at Sydney, Melbourne, Adelaide and Port Pirie. The homeward voyage will be via Aden and Suez, Britain being reached about the end of October. The complete cost, including residence on board at all ports of call, is £560 per head. This would seem to be a bargain.

A little different is the New Year cruise by the S.S. *Hanseatic*, of 30,000 tons, from Southampton to the Atlantic Islands, Morocco and Portugal, from December 28, 1961, to January 9, 1962. This cruise was a great success last year and has prompted the owners to repeat it again at the end of 1961. The inclusive fares in this one-class ship range from £100.

Some interesting information has reached me from Strasbourg, about a local coach service which is now operating between Basle Airport and that delightful Vosges lakeside resort of Gerardmer. This has always been a difficult place to reach, but now, between June 26 and September 17, it will be possible to pick up a coach at Basle Airport on Sunday mornings, at 8.30, which can link up reasonably well with the arrival of the night flight at 4.40 a.m. from London. Between July 4 and August 30 this coach service is available on Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays, as well as Sundays, for passengers travelling from London to Basle on night tourist services.

W. D. C. C.

BOOKS

MISS FRANKAU ON WRITING

Records of London's theatres, cricket and prophecy through the ages; and this week's fiction

As far back in the list of Miss Pamela Frankau's novels as my memory reaches, and I think that it reaches all the way, there has not been one, even among those written while she was still in her teens, which has not had the imprint of a thoughtful and perceptive mind. She has always been, this daughter of Gilbert Frankau and grand-daughter of Frank Danby, a professional writer, *un écrivain sérieux*. That is something for which we, the readers, should be grateful, since it is the mark of an author to whom the quality of work is vital and who approaches that work in what might be called lively earnest. Imagination, humour and a nice sense of construction are there, too, but as Miss Frankau herself writes in her *Novelist's Notebook*, PEN TO PAPER (Heinemann. 18s.), one of the absolute rules is self-discipline. In this book—which is part autobiography, part a searching analysis of working methods, the coming of inspiration, the concentration and the real, hard slogging necessary—we see a craftsman at her best and, in many ways, at her most intimate, writing as naturally and as candidly as a friend might talk on a quiet evening of companionship. The epilogue, a portrait of her father or, rather, of their relationship, is brilliantly done and immensely touching. "Work was, first and foremost, the matter between us. It was the cause of our fiercest fights and the closest of our bonds." Here you may read of the way in which a writer, literally born and bred, has lived with and for her work.

I hope that Mr. Raymond Mander and Mr. Joe Mitchenson will forgive me if I begin my review of their joint production, THE THEATRES OF LONDON (Hart-Davis. 30s.), by saying that it is a thoroughly useful book, for this is not always an adjective which appeals to historians, theatrical and otherwise. It is, however, a fact. Whether one studies it from first to last as a highly enjoyable record of London stage life or whether one keeps it by as a book of reference (I intend to do both, incidentally) no one with an interest in either side of the footlights will be able to resist the book. It is a most practical compilation giving the theatres, the club theatres and the theatres otherwise engaged, such as the Hippodrome, in alphabetical order and listing their successive managements, their principal plays and players and, admirable touch, their seating capacities.

Next, two cricket books to prove that whatever the weather the summer has in fact arrived. Mr. J. H. Fingleton, distinguished Australian cricketer and journalist, kept a diary during the Brisbane Test Match last December between the West Indies and Australia and on this he has based his new book, with the sensational title of THE GREATEST TEST OF ALL (Collins. 12s. 6d.). As one reads it one is inclined to agree with Don Bradman's assessment of this game which was indeed remarkable and ended with Australia wanting only eight runs to win and losing her last four batsmen to end the match in a tie. CRICKET TODAY (Arthur Barker. 13s. 6d.) is by Mr. Colin Cowdrey, who has been Captain of Oxford, the Gentlemen, Kent and, on seven occasions, England, and who writes a charming miscellany on coaching, on the doomed days of county cricket as he sees it, on M.C.C. tours and on that Brisbane game.

BEYOND THE FRINGE at the Fortune Theatre, a satirical and hilarious revue unanimously praised by the critics, stars four young graduates from Oxford and Cambridge—Peter Cook, Jonathan Miller, Alan Bennett and (bottom) Dudley Moore. They also wrote the revue, which is already heavily booked up

Dr. Richard Lewinsohn, who has also written under the name of Morus, and who is an international adviser on economic subjects among other ploys, has now produced an impressive volume on the history of prophecy from Babylon to Wall Street. PROPHETS AND PREDICTION (Secker and Warburg. 30s.) has a scope as wide as its span is long and contains chapters on the interpretation of dreams, fortune-telling, gambling (did you know that the Greeks invented dice games when they were becalmed on their way to Troy?), business predictions and weather forecasting.

THE DILESSI MURDERS (Longmans. 21s.) is an account by Professor Romilly Jenkins of a savage incident in 1870 when a party of English aristocrats was kidnapped by Greek brigands, held to ransom and in four cases murdered. Naturally enough the tragic affair created tremendous international tension and even a threat of war. The whole business was recognised as a political plot and young George I, King of the Hellenes, was distracted with shame and dismay, writing to his brother-in-law, then Prince of Wales: "I shall never get over this all my life." Professor Jenkins has told the story magnificently.

THE MURDER OF SIR HENRY WILSON

A key moment in the Irish Troubles

Field-Marshal Sir Henry Wilson, who was assassinated outside his home in Belgrave Square in June 1922, was potentially a political figure of importance, and the world was fast becoming aware of it, even though this distinguished soldier had only lately turned politician. At the time of his death Wilson was M.P. for North Down, and his military knowledge was placed at the disposal of the Government of Northern Ireland. Because of this he was a hated figure in the Twenty-Six Counties, and held responsible for the pogroms in Northern Ireland, the eviction and expulsion of the Catholic population of Belfast. Wilson returned the detestation in full measure, labelling the Republican leaders as a gang of murderous cut-throats. Rex Taylor has reconstructed the dramatic story of Wilson's death, and all the known circumstances surrounding it, in a documentary entitled ASSASSINATION (Hutchinson. 25s.). The author is essentially fair-minded in his presentation. Through the words of Erskine Childers and others we are made to see the passions that the Irish question stirred in the hearts of Loyalists and Republicans alike. One final conclusion the author asks us to accept. Though Wilson may have been shot because of his alleged responsibility for the pogroms, Rex Taylor believes that he was guiltless; that, although he intrigued, he was in no way responsible for the gang warfare in the city of Belfast and Ulster generally. "The guilty ones stayed silent. Now for the most part they are dead; and the fallacy of Wilson's guilt goes on."

Many people believe that there is not much point in studying nuclear warfare in terms of strategy and tactics, or, in other words, the art of war. How can there be an art, they demand, in mass destruction and virtual obliteration. Cyril Falls disarms his critics on this score by fully ventilating such views in his admirable survey, THE ART OF WAR (Oxford University Press. 8s. 6d.). He follows his absorbing theme from the Napoleonic campaigns to the present time. The development of the air striking force has a special place in this well-reasoned book; but the fact remains, says Professor Falls, sea power was still the decisive factor in the Second World War. We must never forget that even the bomber offensive against Germany was wholly dependent upon oil, every drop of which came by sea.

Here are three books for the horse-lover. GREAT HORSE STORIES (Arthur Barker. 15s.) have been selected by Pamela Macgregor-Morris, the collection deriving from many sources, some classical. Needless to say, Mr. Pickwick as a horseman has a joyous place in this anthology, as also has the great Jorrocks. There is a delightful extract from Anna Sewell's *Black Beauty*, and some of the best of Whyte-Melville is included in this little volume. The same author, Pamela Macgregor-Morris, has also produced RIDING FOR CHILDREN (Arthur Barker. 12s. 6d.). This is a complete guide for the novice, dealing with elementary riding and pony care. The author is show-jumping correspondent of *Horse and Hound*. The illustrations are by Susan Pares. TACKLE PONY TREKKING THIS WAY (Stanley Paul. 12s. 6d.) is by Thurlow Craig, who has studied the art of long-distance horsemanship for nearly forty years.

The series of regional histories of the visual arts, which has been so well received in the four previous volumes dealing with India, Indonesia, Africa, and China, is now augmented by a fifth, THE ART OF THE STONE AGE (Methuen. 42s.). Hans-Georg Bandi, Henri Breuil, Lilo Berger-Kirchner, Henri Lhote, Erik Holm, and Andreas Lommel have collaborated in this presentation of 40,000 years of rock art. The authors reveal the true beginnings of world art, the artistic achievements of prehistoric peoples in many and diverse parts of the world.

An almost equally sumptuous volume is Earl S. Herald's LIVING FISHES OF THE WORLD (Hamish Hamilton. 63s.). This volume contains 300 illustrations, 145 of them in colour. The author is Curator of Aquatic Biology at the Steinhart Aquarium in San Francisco, and he presents the teeming and endlessly varied life underwater in a way that testifies both to his knowledge and his enthusiasm for the subject.

R. C. E.

Mr. Sean Jennett has modestly described his book, THE SUN AND OLD STONES (Faber. 25s.), as a tour in the Midi but it is both less conventional and more poetic than so everyday a description would lead one to suppose. Mr. Jennett set out with his wife, two children, a car and a trailer loaded with camping equipment to explore that part of the Midi which lies to the west of Marseilles, the ancient Languedoc with its castles, walled towns and many traces of the Saracen invaders. His story of their journey is as human and endearing as his perception of the beauty of buildings, weather and lovely land is lyrical.

CONVENTIONAL WEAPONS (Faber. 15s.) is the first and also the most attractive novel in my list this week. It is by Mr. Jocelyn Brooke whose early work, *The Military Orchid*, which appeared, I think, soon after the war, I still remember with pleasure. The present book is set in Malta and is a sharply pointed, amusing comedy of manners as played by English visitors and residents, the whole thing expressed with this writer's habitual flair for the right phrase and the effective understatement. Very enjoyable and, by the same token, recommended.

Mr. Robert Shaw has written a novel which is as different in mood, in setting and in theme as it could well be but it, too, is very well worth your investigation. THE SUN DOCTOR (Chatto and Windus. 16s.) is the story of an Englishman who, after twenty-five years working as a doctor in West Africa, returns to England to receive a knighthood. He is exhausted, disillusioned and indifferent to the honour; his successful career of devoted service negated, in his own mind, by what he regards as a tragic personal failure. He has finished with Africa yet, in the end, it is Africa, in the least expected way, which wins. There is a gravity and a beauty about Mr. Shaw's book which make it exceptional.

A SEASON OF MISTS (Methuen. 15s.) is a novel by Miss Honor Tracy, which is to say that it has ingenuity of plot, considerable gaiety and a warm humanity which does not, I was relieved to see, preclude some very amusing cracks at modes and manners. The publishers claim that the author is not a feminist but merely wonders now and again if the male sex may not have been a mistake: a distinction indeed. I think you may enjoy this.

Massive is the word—or at least it is one word—for the next two novels, both American. SLEEPING GIANT (Cassell. 18s.), by Mr. Martin Dibner, is about a Florida tycoon who does not so much keep on the right side of the law as manipulate it to give him a safe place in the sun. His son, neglected in childhood and bitterly resentful, attempts through a happy marriage and a series of less than fortunate jobs, to achieve every kind of independence from his millionaire father. So far the situation is familiar enough but Mr. Dibner has avoided banality in his solution and, in the process, written a comfortably readable book.

A SHOOTING STAR (Heinemann. 18s.) is Mr. Wallace Stegner's story dealing with the tribulations of a rich Californian wife looking for a different kind of independence. I cannot agree that the author now takes his place beside Steinbeck and O'Hara but he is an exceptionally competent writer and entertaining in his less solemn moments.

Detective stories and thrillers of the week are, first of all, two new Simenons, THE PREMIER and MAIGRET IN COURT (each Hamish Hamilton. 12s. 6d.). Both these show Simenon back at the top of his form and the Maigret story is particularly satisfying. REBOUND (Heinemann. 15s.) is essentially a tale of blackmail, well enough contrived by Mr. James Mayo but lacking the bite and attack that its subject needs. NIGHT OF THE FAIR (Macdonald. 16s.), by Mr. Jay Baker, though moving a little too deliberately, has real quality and a sense of mounting excitement.

Vernon Fane

Grace Rouarte (Flora Robson), Nicole (Patricia Healey) and Roger Balion (Keith Baxter) in Lesley Storm's play

TIME AND YELLOW ROSES

at the St. Martin's Theatre

There are some actors and actresses whose particular talents and skills have gained them enviable reputations in certain kinds of parts. One such is Dame Flora Robson, memorable for her ability to project the intense inner emotion of a suffering woman. In Lesley Storm's new play, she appears as Grace Rouarte, the widow of a wealthy Belgian industrialist who carries on his business. This extends into the Congo. She has come to England to remove her daughter, Nicole, from the influence of her student friends in Brussels. They have convinced Nicole that the family fortune is founded on exploitation in the Congo. The pressures of politics and family life cause the daughter to run away and the play ends in tragedy.

Left: Roger brings the news of Nicole's death, at the hands of a Congolese fanatic, to her mother, Grace Rouarte

James (Andrew Laurence), is incensed that his mother (Greta Wood), should play with a doll. Centre is the Nurse (Madge Ryan)

Laurette (Margaret Christensen) confronts Grace Rouarte

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Edward Lewis

From his office as chairman of the Decca Record Company, in Decca House on the Albert Embankment, London, Sir Edward Lewis can look out over the Thames and the new Millbank Tower block. Under his leadership Decca, with its ramifications extending throughout the gramophone record industry and radio navigation and radar, has become as much a symbol of modern technical development as London's new skyline. Sir Edward was knighted in the last New Year's Honours List for his work as chairman of Decca Navigator and Decca Radar. Edward Roberts Lewis was born in Derby in 1900, the son of the late Sir Alfred Lewis, K.B.E., and was educated at Rugby and Trinity College, Cambridge, where he read history. He became a member of the London Stock Exchange in 1925 and in 1928 started his own firm of stockbrokers, E. R. Lewis and Company, of which he is still head. It was through his Stock Exchange activities that he first came into contact with Decca. Sir Edward became convinced of the bright prospects of the record industry and joined the board of Decca in 1931. Throughout the difficult and stormy period of the 1930's, he was the driving force which kept the company in existence despite fierce competition and which led to its entry into the American market. During the Second World War, Decca worked on the application of radio to the navigation of aeroplanes and ships: the Decca Navigator system was used for the British landings in Normandy on D-Day. Sir Edward became chairman of the Decca Record Company in 1957. The next year he became a member of the London Electricity Board. Married, with one son, Sir Edward lives in Knightsbridge and at Bridge House Farm, at Felsted, in Essex. In his limited free time he is a keen follower of cricket and rugby and is a member of the M.C.C. Special Committee of Enquiry into the state of British cricket

COURTING THE WHISKY DRINKERS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

If you drank whisky before the war, do you still drink it now? Or—what is rather more important for the whisky distiller—if you did not drink it before the war, because you were too young and graduated to drinking spirits since the war, do you drink whisky now? I come, just, into the first category; in my teens, at the end of the '30's, when I drank I drank whisky. I have a suspicion, now, that this was because it seemed manly, like smoking a pipe; or perhaps it was because if you didn't like either taste much, there was a lot less of the whisky than there was of beer, although it cost more (eightpence a nip, I think). My own tippling history would be of interest to the trade only in that to-day, if I drink spirits, it is as likely to be gin as whisky: effectively, I have lost any significant preference.

In this, I have been told by distillers, I typify one of the whisky business's problems in Britain, the customer who for lack of the chance, during the war and after, to mature and stabilise a taste, has largely lost it. The more important problem, however, is a generation of customers who began drinking spirits during a period when whisky was first unobtainable, then rationed, and then out of fashion with people who felt it was hardly worth the trouble.

Great efforts have been made during the last few years to bring whisky back as a drink with just a sniff of snobbery. Some efforts, though I often think not enough, have been made to make it fashionable as a drink for women, who are a fairly significant proportion of the spirit drinkers in this country. For women, whisky has perhaps two obstacles. It is a drink with a pronounced taste that does not lend itself to the fairly simple mixed drinks popular in this country; though you can make some excellent cocktails out of it, you cannot make it taste like simply, say, bitter lemon or tonic with an alcoholic edge. And it is, by tradition, rather a masculine drink.

In any business, shifts in the customer's taste can make a significant difference; in this one, it has made a considerable difference to the relative growth of the drinking of different spirits in the country. Since before the war, sales of gin in Britain have risen from 1,800,000 proof gallons a year to 4,400,000 proof gallons for 1959-60; but it is only in the last twelve months that the trade believes sales of whisky have risen above their pre-war level, to about 7,000,000 proof gallons. Up to a few years ago, this failure to keep pace was a matter of availability; nowadays, it is a matter of consumer preference. The Government agreement with Scotch whisky distillers to limit supplies to the home market ceased to operate in 1954; unofficial rationing within the trade continued until about 1957; since then supplies have been generally ample. With Scotch whisky, the seller's market lasted longer than for most other consumer products in this country; but now it is gone.

It is only fair to the distillers to say that they did not prolong the home market shortage of their own accord: they had no wish to lose custom. There was, in the early postwar years, an inevitable shortage of the spirit; then and for several years, moreover, they were under considerable pressure to allocate most of their releases from bond for export. Scotch has never ceased to be one of Britain's most generally acceptable exports; last year, out of total releases from bond of 29,000,000 proof gallons, 76 per cent. went overseas, with a value of £60,000,000. Since the war, exports of Scotch must have earned nearly £500,000,000 for the country.

One talks of releases from bond, not of production, because of the somewhat specialised production cycle of this industry. In a sense, the core of this business is a very large stock of whisky, in distilleries and stores throughout Scotland, of varying ages. Whisky cannot by law be sold until it is three years old—so production this year has nothing to do with supplies this year. It will not be a factor affecting supplies—and then only a minor one—until 1964. Supplies this year will in part reflect production in 1958; but to a larger extent it will reflect production in earlier years, and the balance of whiskies of different ages that exist in this national stock of whisky. It was not merely the need for exports, and the somewhat limited supplies of barley that could be made available for distilling, that kept supplies down for several years after the war. It was the lack of "middle-aged" whiskies in the stocks: during the whole war distilling output had equalled no more than one normal year's production, and the stocks were depleted in volume and thrown quite out of balance as regards age. To-day they have been built up to considerably above pre-war levels; but the age balance is probably still not all that a blender might ask.

Production techniques in this industry are largely—and quite defiantly—antiquated. Any production engineer who came around the pot-stills trying to introduce a lot of new techniques would get pretty short shrift. Among the eighty-five to ninety pot-still distilleries that produce malt, the heart and soul of Scotch whisky, there are traces of some innovations that came in at different times, such as drums instead of floors for the "maltings" where the barley germinates. But the distilleries concerned, their connoisseur colleagues will tell you, don't make the best malt whisky anyway. There is nothing, they avow, to beat the traditional arrangement: great malting floors to spread out the partly germinating grain; kiln drying, once the barley has reached a certain state, over peat fires; brewing with yeast in larch or pine "wash backs," and distillation in big pot-stills shaped like great copper kettles, unchanged in little but size from the pot-stills that were used in illegal "bothies" when Robert Burns was writing poems against the excise duty.

Spreading out the grain on the floor of the malt barn of one of the Scotch whisky distilleries of The Distillers Company Ltd. **Right:** The still house of one of the forty-one malt whisky distilleries operated by The Distillers Company

These pot-still distilleries, dotted over some of the finest countryside in Scotland, might be called the romantic end of this business; the "malt" that it makes represents about half of whisky as we buy it. The remainder is grain whisky, made largely from unmalted barley in a patent still process that operates on a continuous basis, with a rather more modern and scientific air to it, though this process too dates back about 150 years. Grain whisky is a much lighter spirit, and is matured for a shorter period; it is the mixture of different malt whiskies, varying in age from, say, six up to fifteen years, that gives the different blends of Scotch their characteristic tang. The vast majority of Scotch is sold in blends; but a few of the more famous malts, such as Glenlivet, are sold in smallish quantities, too, as "single whiskies." This is one of the differences between Scotch whisky and Irish whiskey, which is made in potstills from a mixture of malted and unmalted barleys: most good Irish whiskies are single whiskies. (Rye and bourbon are distilled from rye and maize, mainly in patent stills.)

North of the border whisky has lost little of its appeal to the home customer; it is sold in different measures (with much more for the money, the English customer is inclined to think, rightly or wrongly, than he gets at home). In England, during the '60's, the distillers are applying themselves to the redevelopment of a market that has for some time, of necessity, been given too little attention. Assiduous advertising, eye-catching gimmicks such as the differently-shaped bottle, and some encouragement of the publican are needed. A publican, after all, generally sells another item, a mixing drink, when he sells a glass of gin; with whisky, for every customer who buys a ginger ale to go with it, there must be several who take soda or plain water. Whisky probably can re-establish itself, and at any rate strengthen its share of the spirits market; but it remains to be seen how it will go down with a younger generation whose sweet tooth demands even its lager with lime.

CARRYING GOODS BY ROAD

By **Courtenay Edwards**

A rear-engined Leyland "Atlantean" double-deck luxury coach, operated by Ribble Motor Services Limited

Commercial vehicle production continues to be the brightest feature of the British motor industry's current activities. In March 44,809 goods vehicles were built. That compares with 44,610 in March last year and brings the total for the first quarter of 1961 to 119,745 (against 109,914 in the same period last year and 76,070 in 1959). The output of buses, coaches and trolley-buses during the first three months of 1961—4,895—was only 105 fewer than last year's record figure for a first quarter and a big advance on the 1959 output (3,714).

With production figures like these it follows that the industry's export activities in the commercial vehicle field are flourishing. Here are the comparative figures for the first quarter of 1961 and the two previous years:

	Goods Vehicles	Buses and Coaches
1959	27,648	1,191
1960	34,232	1,371
1961	48,358	1,976

It is a prosperity in which most of the leading commercial vehicle firms are sharing, including the Big Five who are particularly concerned with vans and trucks up to 6 tons carrying capacity. These account for the vast bulk of our entire commercial vehicle output.

Mr. Donald Gresham Stokes, of Leylands, the new President of the Society of Motor Manufacturers and Traders

Over the past two years, while the car side of the industry has been beset with serious fluctuations of fortune, the commercial vehicle field has seen production and export records consistently smashed. Last year 154,987 vehicles were exported. They were worth more than £114,000,000. And Mr. Geoffrey Rootes, outgoing President of the Society of Motor Manufacturers and Traders, recently made the proud boast that Britain's commercial vehicle industry is the biggest exporter among European producers.

One of our busiest commercial vehicle manufacturers just now is Sir Henry Spurrier's Leyland Group, the world's biggest exporter of heavy vehicles, which has considerably increased its diversification by taking over Standard-Triumph International, whose Atlas vans are becoming increasingly popular. All the important formalities involved in this important merger have now been completed: the Standard-Triumph shareholders have given their assent and now the industry awaits with interest a statement of future policy by Sir Henry, whose organisation was started about sixty years ago and has since then absorbed Albion Motors (1951) and Scammell Lorries (1955).

In a recent week Leyland Motors were able to announce new orders from home and abroad worth over £3,000,000. They included a £750,000 order from Israel for 225 "Royal Tiger Worldmaster" chassis and 25 of the new "Lion" rear-engined bus and coach chassis. Another big order—also for about £750,000—is from Liverpool Corporation for 200 "Atlantean" rear-engined, double-deck buses. Into the Leyland order book during the successful week to which I am referring also went other smaller contracts to supply Leyland, Scammell and Albion models to a total value of £1,500,000.

Now for some news about diesel engines. The 10-12 cwt. and 15 cwt. Bedford light vans are now available with the Perkins Four-99, 4-cylinder, 1,621 c.c. unit as a regular production option. It is installed on the assembly line and this fact combines with the large-scale manufacture of both van and engine to make possible a modest price. In the case of the 10-12 cwt. Bedford the diesel-engined version costs £580 (90-in. wheelbase) or £600 for the 102-in. wheelbase. The petrol-engined versions of these models cost £450 and £470 respectively. Prices for the 15-cwt. models are: short wheelbase, £590 (£460 for the petrol-engined version); long wheelbase, £610 (£480). There is a choice of two rear axle ratios. The specially modified Four-99 power unit has pressurised cooling, with pump, fan and thermostat.

The Rootes Group have announced that in future the Perkins Six 354 5.8-litre direct-

Below: Five vehicles from Commer Cars Limited are part of the Rootes Group display at the British Trade Fair in Moscow, being held until June 4. From left they are Cob 7-cwt. delivery van; 12-seater bus; ¾-ton delivery van; 7-ton tipper; and 7-ton dropside truck using a Rootes multi-fuel truck engine

An A.E.C. Mammoth Major 8-wheeler is about to refuel a Comet airliner

A variety of vehicles at the Morris Commercial Show, held at Longbridge, in Birmingham

injection engine will be the sole oil-engine option for the Commer Superpoise 5- and 6-tonners, Commer 4-, 5- and 6-ton forward-control models and Karrier Gamecock 3- and 4-tonners. A special horizontal version of this engine has been developed for the forward-control models. In the Superpoise vehicles the normal vertical engine is used. On the trucks to which the Six 354 can be optionally fitted a four-speed synchromesh gear-box has been introduced, rear axle ratios revised and brake lining areas increased.

The recent Morris commercial show in B.M.C.'s fine show-place at Longbridge, Birmingham, was the biggest ever. It contained about 170 vehicles: the largest collection of commercial vehicles ever to be seen outside the London and Scottish shows. The wide range of exhibits epitomised the latest techniques in the design of bodies, chassis and engines. A Morris Mini-Van suspended high above all the other exhibits formed a dramatic centrepiece to the exhibition. It was suspended from a mobile crane—the Otus Kassbohrer KT 8000—which is sold in this country by the Otus Plant Co. of Eastbourne, and which was mounted on a Morris Commercial 7-ton chassis.

The exhibition included Morris light vans and pick-ups, Nuffield tractors, many examples of special coach-building and eleven caravans based on the Morris Commercial J4 10-12 cwt. and J2 16-18 cwt. chassis.

The Rootes Group claim that their display of cars and commercial vehicles at the British Trade Fair in Moscow will be the biggest in the exhibition. Sir Reginald Rootes, chairman of the Group's manufacturing division, is attending the Fair, accompanied by Mr. Derek Curling, a director of the Rootes Export Division, and Mr. W. Elsey, in charge of the Group's sales promotion and public relations. A special display unit will feature the Rootes multi-fuel truck engine which runs efficiently on petrol, diesel oil and any kerosene-base fuel, from cleaning fluid to jet aviation spirit. Irregular availability of normal fuels in many under-developed countries is causing much interest to be shown in this Rootes multi-fuel unit. It is an adaptation of the Rootes two-stroke diesel engine but only the fuel injection equipment has been modified, and is a three-cylinder engine of 3,261 c.c. with six horizontally opposed pistons and scavenging and recharging are assisted by a Rootes-type three-lobe rotor blower.

Lambretta Concessionnaires announce an improved Lambretta Li 175 Series II three-wheeler delivery van with a cab that offers more room and which has better visibility through a wide, curved screen of safety glass. The single-cylinder, two-stroke engine has a four-speed gear-box with reverse gear and at 22 m.p.h. a petrol mileage figure of 67 to the gallon can be expected. This improved lightweight, extremely lively three-wheeler van, which now has a maximum load of 882 lb., costs £337 in closed and £312 in open form. It can be driven by a boy of sixteen.

The new Lambretta three-wheeler delivery van has an increased pay load and a four-speed gear-box. **Left:** A Ford Thames Trader 6-cub.-yard tipper in operation during the large-scale redevelopment work at Hyde Park Corner

AIDS TO INDUSTRY

Right: One of the longest above-ground conveyor belts in Britain, over 2,000 ft. long, uses 24-in.-wide Terylene to carry up 200 tons of sand and gravel an hour at the Midland Gravel Co. quarry at Bodymoor Heath, Sutton Coldfield. Made by Barrow, Hepburn and Gale Ltd., from a four-ply Terylene/cotton fabric, the rubber-covered belt is claimed to be cheaper and stronger than the usual cotton belts. The conveyor was redesigned by Mining Engineering Co. Ltd. to use the new fabric. Three belts and two transfer points were replaced by a single belt

Below: The four-wheel-drive Chaseside Loadmaster 1000 mobile shovel is one of Chaseside Engineering Co. Ltd.'s exhibits at the first Construction Equipment Exhibition to be held at Crystal Palace from June 15-24. They will be on show as part of the static display and will be seen at work on the proving ground. Chaseside, which produced its first loading shovel in 1925, merged with British Northrop Ltd. of Blackburn two years ago so that the company has greatly increased manufacturing facilities

The north front and entrance of the new B.I.C.C

Setting up an automatic strip winding machine in the instrumentation and control department of the new McFadzean Research Laboratory of British Insulated Callender's Cables

ratory, built at Wood Lane, in London. It is six storeys high

The modern and efficient McFadzean Laboratory of B.I.C.C. was opened by the Duke of Edinburgh last week. He remarked that every industry in Britain could benefit from scientific research and said that this was a truth which was not as widely recognised as it might be. The new laboratory is a large air-conditioned building with 64,000 square feet of floor space and is constructed on the site of a former power station. In the entrance hall is an engraved window showing the main interests of the company—cable manufacture, research and development, power transmission and distribution, and construction. At the McFadzean Laboratory are concentrated the Instrumentation and Control Department; the Physics Department; British Dielectric Research Ltd. (a group subsidiary for research on capacitors); the Diffraction and Microscopy Department; and the electronic computer. At the moment this is being used on calculations concerning the laying of the British section of the cross-Channel D.C. power cables. A coach belonging to the Eastern Region of British Railways stands in the siding near the laboratory and is being equipped with instrumentation for surveying the behaviour of overhead electrification equipment. Instruments, similar to those provided for the London Midland Region test coach, are under test in the laboratory.

In the Diffraction and Microscopy Department, the X-ray scanning micro-analyser is used on various tasks, including the study of the intermetallic layer formed on galvanised steel

GOOD LIVING

By Ganymede

There is good news from nearly all the wine-growing areas. The vines are in good shape everywhere, and in most places vegetation is two weeks or more ahead of the average year. At the time of writing the risk of late frosts is nearly over, and so this year's vintage promises well. To quote one report, from J. Thorin, S.A., Burgundy: "Apart from a catastrophe, we can look forward to a large crop in Burgundy in 1961, and again rely on a fine quality." Another report, from Etats D. Cordier, Bordeaux, is just a little more cautious: "The vines are in fine condition, and vegetation is vigorous wherever the frost did not bite, and is a good fortnight ahead for the norm for the time of year. The quantity of bunches is promising, and one can well say that the prospects to-day are favourable; but we have not yet reached the vintage!" From the Rhine and Moselle (Langenbach and Co.) the tone is similar: ". . . vegetation is at least two or three weeks in advance. The weather is often really cool at night and in the morning, but during the day temperatures mount sufficiently high to prevent growth being prejudiced. So far, damaging frosts have not appeared. We are going to keep our fingers crossed."

M. and Mme. Robert Cointreau and M. André Simon

After all these years of having known the name of Cointreau as something on the label of a bottle and the name of a very good liqueur, it was most pleasant to meet two charming people of that name. Somehow it had never occurred to me before that the liqueur might be named after a real person. Most of the well-known liqueurs bear names of rather more general origin. This liqueur is made by a firm founded in 1849 by two brothers Cointreau at Angers on the Loire, and it was their descendant, the present head of the house, M. Robert Cointreau, who, with his beautiful wife, attended a party that was given recently in a penthouse overlooking Grosvenor Square.

The occasion was the launching of the new Cointreau Information Centre in London, whose task will be to popularise this already popular liqueur—it is among the six best-selling ones of all—and to propagate new ways of using it. At the party we were offered several different drinks based on Cointreau, many of which are well-known items of the cocktail bartenders' repertory, such as White Lady, Sidecar, etc., but others as well, which were, to me at least, new. Cointreau on the Rocks has two forms: the first is merely neat liqueur cooled on a couple of pieces of ice. The second makes it a long drink by the addition of soda and a slice of orange. This I found most refreshing. I give the prescription for two others that readers might like to try for themselves: Cointreau Sling: to one part Cointreau add two parts Italian vermouth, two parts gin, ice and fizzy lemonade. Cointreau Cooler: to one part Cointreau add two parts orange juice. Add ice and soda-water and a thin slice of orange. At the party we also enjoyed an amazing variety of food tit-bits, sweet and savoury, and to crown it all, we were given Zabaglione, which was freshly made with Cointreau instead of Marsala or other sweet wine.

Feed the Brute, by Joy Barnett (Harvill Press. 16s.), is a lighthearted, chatty cookery book, ostensibly aimed at the beginner. Underneath its frothy presentation and style, however, it is crammed full of useful sound advice which would profit many an expert. Readable and entertaining, it succeeds in implanting basic principles of nutrition, food economy and shopping, and cooking methods for the single gas-ring and the more efficient kitchen. All the references a sensible cook may require are here. For example, there are lists of utensils, herbs, a month by month calendar of food, and diagrams of meat carcasses showing the various cuts more clearly than I have seen in other similar books.

A whole chapter is devoted to "Entertaining, especially the unexpected guest," with suggestions for whole menus and many quickly-prepared dishes. Another deals with drink from coffee to champagne, and further to prove that no aspect of gastronomy is neglected, there is a fairly full glossary of menu-French, and a final chapter: "Learn from the French—when you can"—how wise! A veritable Mrs. Beeton, in fact, perfectly attuned to the present day and age in every way.

At a Tasting of French cheeses and wines at the Café Royal in London are **left**: M. Daniel Querre, the owner of Château Monbousquet and Procureur de la Jurade de St. Emilion; and **right**: M. Henri Binaud, the owner of Château Cantemerle and Commandeur du Bontemps du Médoc

THE FISHERFOLK OF CORNWALL

(*Continued from page 337*)

used for packing pilchards for export. The fish are placed concentrically in layers, head to head, oil extracted by pressing down a round weight which fits the top, and the lid then sealed on. Before sanctions were imposed by Britain, when Mussolini rose to power, a large part of the Cornish pilchard catch was sold to Italy in this form.

In the shelter of the curiously-shaped store at Sennen, crabbers, whose season is now beginning, make their pots of wicker, and withy-beds are maintained for this purpose. Elsewhere, pots are made of wire, especially in rougher north coast seas—although there is a legend that shell-fish prefer the "smell" of willow. The summer season and the "off-peak" seasons in winter are profitable, but there are fewer full-time crabbers than there were. Imports of crab meat from the Soviet Union and elsewhere have to be faced.

In the summer the Cornish fishermen turn to holiday visitors as an important source of income, and their boats are in demand for the popular sport of shark-fishing; but, as one man put it: "It is unproductive and you don't seem to get anywhere with it." In Cornwall, too, the summers are short and the winters long.

Cornish folk are convinced that the problems of their fishing industry must be settled on land rather than at sea. The fishermen will meet the challenge of nature, as they have met it for generations; but they are not equipped to fight world-wide political and economic issues.

The average age of the fishermen of Cornwall is now fifty and steadily rising, and although young men were coming back in 1955, very few can be seen now. In the 1914-18 war 100 naval reservists left Looe alone. Between 1939 and 1945 there were thirty; but at the moment only one or two could be found. The bulk of the fisherfolk still live in cottages along narrow, winding streets which are often terraced. At Mevagissey there is a dwelling with its "front door" in the roof.

It is not merely a matter of sentiment that Cornish people feel with vague misgiving a "wind of change" blowing through the rigging of the fleets and the open doors of their friendly dwellings. For the homes, like the men and their boats, stand for something strong and fundamental.

INDUSTRY AND THE STOCK MARKET

SHOE SHINE

By "THE SPHERE" CITY CORRESPONDENT

"Trading profits have for the first time passed the £2,000,000 mark and profits after tax are the highest ever achieved. These satisfactory results reflect another year of record sales. Export trade has been maintained during the past year and has shown a further increase in North America." Thus Mr. J. S. Abbott, chairman and managing director of the £16,000,000 Saxone, Lilley and Skinner shoe business, spoke for most of his competitors as well as his own company, for the footwear trade has been at its most prosperous for the last year. The only threat to this well-fortified position of the industry comes from the spearhead of Continental shoes—men's as well as women's—which have been gaining in popularity rapidly; imports, particularly from Italy, were about half as many again last year as in 1959 after a four-fold increase in the previous five years. Home production increased in 1960 by only 10 per cent. Some of the success of foreign shoes in Britain is no doubt due to the full-working capacity of the industry here which has meant that demand could barely be met. But some British manufacturers have certainly lagged behind the best products of Italy where new techniques have been introduced, appealing to women's current tastes in lighter, more delicate shoes.

Certainly the biggest increase in sales has been in women's shoes and "casuals" and teen-age buying has been a major factor here. The rise in sales of men's shoes has been much smaller, for men's conservatism is not easily undermined. The bulk of imports is taken up by the big multiple distributors; the smaller independent shops mostly sell British shoes, partly because they are not in a financial position to stock up on imports.

The biggest shoe group in the country is the British Shoe Corporation controlled by Mr. Charles Clore's Sears Holdings enterprise. It was formed by merging Freeman, Hardy and Willis, Manfield and Sons, Dolcis, Curtess Shoes and Phillips Brothers, which Sears absorbed, and it now accounts for about one-third of all shoes sold in Britain. Profits from the corporation account for more than half of Sears' total profits; the latter's other interests include shipbuilding, making machinery for hosiery, mining and quarrying, textile dyeing, etc., motor-car distribution and jewellery through ownership of Mappin and Webb and Garrard and Co. Total profits last year were a record £11,780,000, a 25 per cent. dividend was paid and there is to be a one-for-five free share issue. Mr. Clore has forecast that the dividend will be "at least" maintained on the bigger capital.

The second biggest shoe company is Saxone, Lilley and Skinner, which was formed when Saxone merged with Lilley and Skinner in 1957. There are four factories, fifteen repair workshops, two warehouses and 475 shops or shoe sections in department stores. There is also a subsidiary company making boxes, packing materials, office equipment and stationery. Profits have grown from £1,490,000 since the merger to last year's £2,112,000. Number three in the industry is Lotus, with assets of £4,000,000. It has factories at Stafford, Stone and Northampton. The profit record has been less exciting than those of its bigger competitors, declining from a peak £608,000 in 1954 to £385,000 in 1958. Since then, however, there has been a recovery, and last year's earnings were £585,000. Mr. James Bostock, the chairman, said at the annual meeting in March that while the economic outlook was not so clear, 1961 could well be another good year. He probably erred on the side of caution.

W. Barratt and Co., whose "Walk the Barratt Way" advertisements made it nationally known, has a Northampton factory and 160 shops, one-third in London and the rest in the provinces. Its trade names include "Footshape" and "Softspot." It is still largely a family-run firm with four members of the Barratt family among eight directors. In his last annual report the chairman, Mr. N. D. Barratt, said they had increased turnover to well above the national average and there had been a 20 per cent. improvement in the export business. Profits declined in the mid-1950's but recovered to £417,000 last year, the second highest figure in the company's history. As so often happens in a family-controlled business, dividends have been frozen at equal to the current 10 per cent. for the past eight years, although there are hopes that there may be a liberalisation when this year's final dividend is declared in August. It will be surprising if the company does not receive take-over approaches in the near future and this hope accounts for the present 3 per cent. yield on the Ordinary voting shares at their present price of 16s. Other companies in the industry include H. and M. Rayne, specialising in high-quality products, J. White, Norvic and K Shoes.

Prospects are certainly still highly favourable, assuming the industry can meet the growing competition from the Continent. As standards of living rise in the world, demand for shoes grows. It has been estimated that shoe sales are growing at the rate of about 300,000,000 pairs a year and there is no good reason why British firms should not capture an increasing share of this market. Sears "A" shares at 43s. yield 3·5 per cent. and Saxone, Lilley and Skinner yield 3·1 per cent. at 21s. 9d. Both offer reasonable growth prospects.

COMPANY MEETING REPORT:

ILLUSTRATED NEWSPAPERS LIMITED

Statement by the Chairman at the Annual General Meeting held on May 18, 1961

I am very pleased to be able to report that the total trading profit before taxation of the companies in the Group for the year was £385,384, an increase of some £140,000 compared with the previous year. Unfortunately, our new printing works to which I referred last year has not yet reached the stage of being able to contribute to the Group profits. It is not uncommon to experience what I might call certain "teething troubles" in connection with new plant and machinery. I am hoping that we have now overcome most of our difficulties in that regard but, it still may be some time before that new printing expansion can develop its full profit-making potential.

You will see from the Consolidated Profit and Loss Account that after crediting Dividends and Interest to the Profit on Trading and deducting Debenture Stock Interest, Directors' remuneration and Depreciation, the profit for the year before providing for taxation amounts to £312,332. The charge for taxation after allowing for the over-provision in previous years absorbs £168,350 and, allowing for the interests of outside shareholders in subsidiary Companies, there remains a net profit for the Group of £132,923 as against £85,980 for last year. The net sum of £20,036 has been retained by subsidiaries, leaving a balance of £112,887 for the year in the Appropriation Account of the Parent Company.

The Group balance of unappropriated profit brought forward from 1959 amounting to £261,033 has been reduced by £56,320, being the sum standing to the credit of a subsidiary Company's Profit and Loss Account which was sold during the year. The sale resulted in a surplus of £43,169 over the book value of our investment which has been applied partially in writing off additional depreciation on freehold and leasehold property and the balance has been utilised to write down an investment of one of our subsidiaries.

Your Directors propose that a dividend of 3 per cent. less income tax be paid on the Ordinary shares and, consequently, a further 1 per cent.—participating—is payable on the Preference shares.

It is proposed that the recommended dividend on the Ordinary shares and the participating Preference shares dividend be paid on July 1.

After allowing for these dividends, the sum carried forward in the accounts of the parent company amounts to £70,418 which, together with £121,408 in respect of the subsidiary companies, gives a total group figure of £191,826 to be carried forward.

Turning to the Liabilities side of the Group Balance Sheet, Revenue Reserves in total are £21,278 less than last year, although the General Reserve figure has been increased by £51,933. The difference is mainly accounted for by the reduction in the total of the balances carried forward in the Profit and Loss Accounts. Most of the Companies in the Group have increased their carry-forwards and the reduction has been caused by the elimination of the item relating to the subsidiary Company, to which I have already referred and to the loss incurred by the Company operating the new printing works.

Current Liabilities show an increase of £34,000 but Current Assets are very nearly the same as last year. Our cash resources and investments have decreased by some £146,000 but, on the other hand, Stocks and Debtors have increased by an almost similar amount. Further expenditure has been incurred in connection with the final completion of our new photogravure printing works and this largely accounts for the increases to Property and Machinery and Plant items under Fixed Assets.

I am afraid that 1960 was far from being an easy trading year. Our production costs have continued to rise and 1960 saw also a small increase in the price of paper, but it was also the first full year to bear the increases in wages granted following the settlement of the 1959 printing dispute. Our policy has been to resist raising our selling prices with the result that profit margins have tended to shrink. Competition continues to be keen both in publishing and printing, and the general picture has been one of rising turnovers being offset by reduced profit margins.

It is difficult to forecast regarding prospects for the current year as we largely depend upon the general level of industrial activity but, provided the continually rising costs of printing can be absorbed by greater efficiency in the use of man-power and of machines, I am reasonably hopeful. I certainly trust we shall not have to carry the added burden of the pay-roll tax.

Your Directors are constantly seeking opportunities for profitably expanding the Company's activities and interests and, especially in view of our increased printing capacity, I hope additional publications can be acquired.

Mr. J. Heitner and Sir Bruce Ingram, who have been members of your Board for many years and, indeed, have rendered a lifetime of service to the Company, are retiring from the Board. The services rendered to the Group by Mr. Heitner and Sir Bruce have been outstanding. I am glad to say that Sir Bruce will continue as Chairman and Editor of *The Illustrated London News* and it is your Board's intention to submit a special resolution at an Extraordinary General Meeting creating the office of President of the Company and, if shareholders approve the proposal, to appoint Sir Bruce Ingram as President.

It remains for me on your behalf to thank all our Editors and Managers, our officials and staffs for their hard work and loyal co-operation during the past year.

May I now say I have decided to resign my Directorship of the Company after some thirty years' service at the end of this Meeting. I do this with regret, but owing to my many other commitments I find I have no option. I am glad to say that my colleague, Mr. Alastair Bruce, has agreed to accept a seat on the Board. I do wish the Company continued success.

The Report and Accounts were adopted, and Mr. A. H. Bruce, C.B.E., D.L., and Mr. H. H. C. Ingram were elected to the Board.

MOTORING

A NEW FORD SALOON

Details of the Consul Classic

The Ford Motor Company adopted an unusual procedure for the announcement of their new Consul Classic. The 1,340-c.c. saloon was " unveiled " a week ago and has been on sale in Belgium since that date, but none will be delivered to the U.K. market for another three weeks. At the time I wrote this, Dagenham was saying U.K. prices would not be released until June 17, the day on which the firm's U.K. advertising campaign for the new model is due to begin. All it would say was that the Classic will cost less than the Consul, the cheapest version of which is priced at £773, tax included. My guess is that the Classic will cost in the region of £750.

At that sort of price the Classic will, I am certain, sell in very large numbers and give Dagenham another success story. It is a car designed to fill the gap in the Ford range between the 997-c.c. Anglia and the bigger 1,703 c.c. Consul. It has been developed parallel with the Anglia, and was intended from the start to " share " a number of the Anglia's major components, including engine block, gear-box and back axle. The Classic was already well under way in September 1959, when Dagenham announced the Anglia, of which they have built some 300,000 in twenty months.

I have tried both, and while I always prefer a floor lever, I can vouch for the fact that in designing their very first four-speed steering-column change-lever Ford engineers have done an excellent job. The lever is easy to use and is positive in action. The linkage seems unusually well engineered and there should be no tendency for the gear-change mechanism to get " woolly."

Top speed of the new Ford is about 80 m.p.h., and although I have so far tried out the Classic only on the Ford Company's test track at Boreham, Essex, I should say that a cruising speed of 70 m.p.h. can be maintained in perfect safety and comfort on the right kind of roads. Fully-laden and from a standing start the Classic, according to the makers, accelerates through the gears to 60 m.p.h. in 23 seconds. From my own experience that seems to do this exuberant little car less than justice. A touring fuel consumption of between 32 and 35 miles to the gallon is claimed, so with its 9-gallon tank the Classic has a range of about 300 miles. In order to be able to offer this useful offers very good distribution of hot or cold air. The turning circle is 34 ft. and the car is 14 ft. 3 ins. long and 5 ft. 5¼ ins. wide.

The estate car version of the Triumph Herald 1200, announced last week, is one of the best-looking station wagons I have ever seen. It costs £799 8s., tax included—£91 8s. more than the saloon. The new Herald completes the recently-announced 1200 Triumph range. Like the saloon, coupé and convertible, it has the new 1,147-c.c. engine, white rubber bumpers at front and rear, improved seating and (except on export models) an attractive walnut fascia.

The rear door is hinged at the top. It is spring-assisted and gives easy loading access. The rear seats fold forward to give a flat platform for 45 cub. ft. or 5 cwts. of luggage

Two views of the Ford Consul Classic four/five seat saloon, showing the reverse-angle rear-window and the four headlamps. It has a 1,340-c.c. engine and disc brakes at the front

The Classic follows conventional design practice in the sense that it has a 4-cylinder, in-line, water-cooled engine mounted at the front end driving the rear wheels (which are not independently sprung), but it has two distinctive features. Girling disc brakes are used on the front wheels and there are four sealed-beam headlamps which, besides giving the Classic a striking new " look," provide a much more efficient light path. I think it can be claimed that the Classic represents a combination of elegance and toughness which has never previously been excelled in any Dagenham product. Its attractive styling owes nothing to the sharp-edge fashion which has been having such a run in Europe. It is distinctly Ford, and I think Dagenham has been wise to incorporate the reverse-angle rear window which has proved so popular on the Anglia, both in the matter of appearance and clarity of vision.

The 4-5-seater Classic is offered with either four doors or two, and in both cases there are standard and de luxe models. With the latter comes a choice of gear-change: a floor lever or one mounted on the steering column. performance and impressive economy, Fords have taken the Anglia engine and lengthened the stroke from 48·41 mm. to 65·07 mm. There is a longer-throw crankshaft, shorter connecting rods are used, and the head is fractionally deeper. This unit, which is still substantially " over square," produces 54 b.h.p. at 4,900 r.p.m. with a compression ratio of 8·5 to 1.

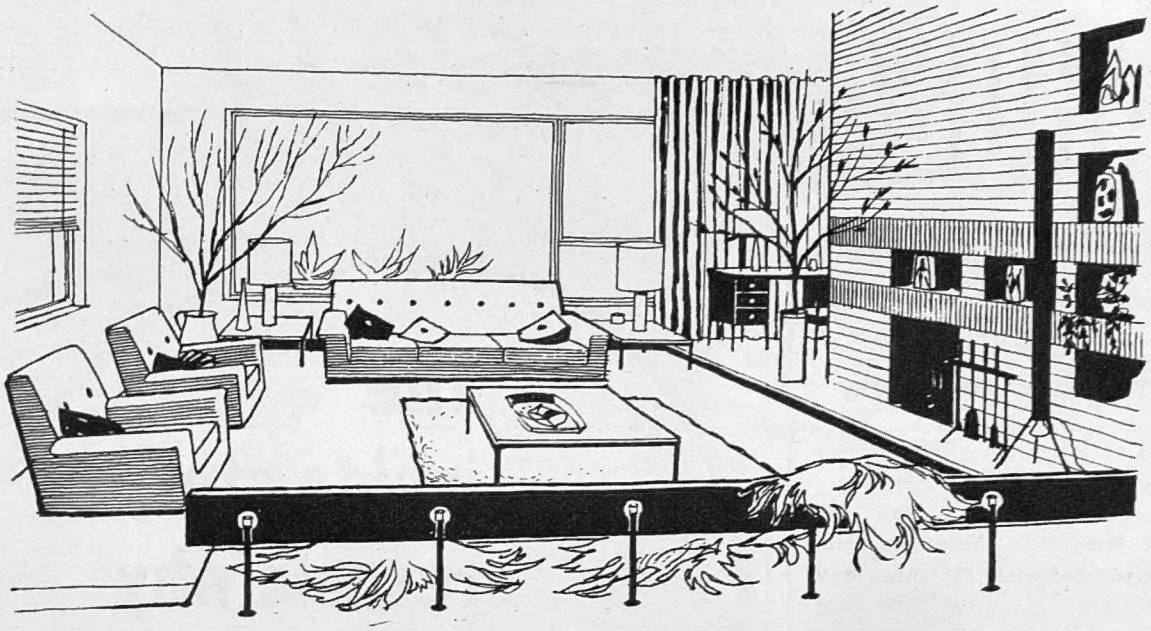
The Classic's doors open wide, the usable space in the boot is even greater than that of the six-seater Consul, the split-bench front seats have 5 ins. of independent fore-and-aft adjustment and Fords are catering for the growing popularity of real leather by offering hide upholstery as an extra on the de luxe models.

On the luxury models of the car, door handles are ingeniously incorporated in the arm-rests (which also do duty as door pulls), the turn indicator lever has a button for headlamp flashing, and the new Lucas variable-speed screen wipers are controlled by a button which you simply push to operate the screen washer. There is a full-width, padded parcel tray under the dashboard, and the heater or goods. Even when the back seat is in normal use there is 20 cub. ft. of cargo space. The new estate car is among the Standard-Triumph exhibits at the British Trade Fair in Moscow. Home and export deliveries will begin next month.

The new form of toughened windscreen glass with which Triplex have been experimenting for some time and which I have discussed in these notes, has now been approved by the British Standards Institution, and will, it is expected, gradually replace the type now used. In the new screens there will be a " zone " measuring about 16 ins. wide and 6 ins. high, where, if the screen shatters, the glass will not break into such small fragments as in the remaining area. The approved " particle count " in this special zone, as they call it, can be as few as five fragments to the square inch (but not more than ten), compared with an average of 15 per square inch for the rest of the screen. This enables a driver not only to see well enough to pull up safely (instead of punching a hole in the screen with his fist) but also to drive—with care—to a garage.

WATES build

incomparable houses in Dulwich



Reflecting the best ideas in today's architectural thinking, Wates houses—at Woodhall, near the Dulwich Toll Gate, are built for extravagant comfort and are superbly finished.

There are several types—some with four bedrooms, some with five. All have individuality to suit their setting, yet retain a common language of quality and style that blends perfectly with the well wooded background.

A typical house consists of a spacious hall with cloakroom, a large lounge with a brick feature wall with an open fireplace, and a dining-room, all floored in polished hardwood. There is a superb kitchen and a double garage with space for the home laundry at one end. At the top of the solid hardwood staircase, the long landing leads to the Master bedroom suite with its own dressing area and nearby bathroom. The other bedrooms and second bathroom also open onto the landing.

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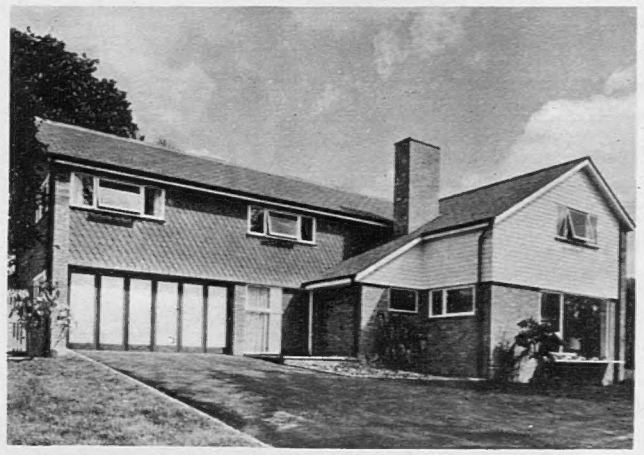

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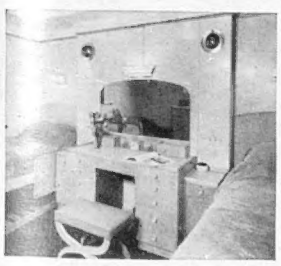
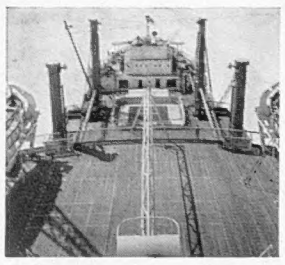
To South Africa THE ELLERMAN WAY

Of course it's luxurious, but it isn't just luxury on ELLERMAN ships. As you step inside your own cabin-suite you enjoy a pleasant feeling of well-to-do well-being. Very soon, you experience a new kind of service from the ship's company, almost old-world in its courtesy and attentiveness. Our passengers (many of whom are experienced world-travellers and good judges in this matter) tell us that our ships' cuisine is equal to that of any five-star restaurant anywhere. Fine ships and fine service, maintaining a fine tradition of quiet competence . . . this is the ELLERMAN way to South Africa.



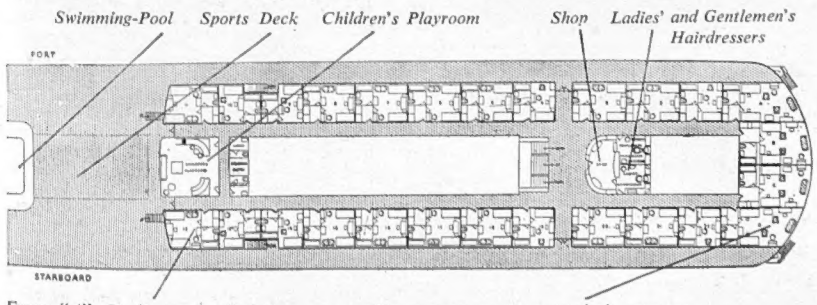
A typical double room on "The City of Exeter." Cabins on Ellerman ships are on either "A" or "B" decks . . . light, airy and beautifully appointed.

The "City of Durban" restaurant spans the full width of the ship and seats all passengers at one service . . . providing a cuisine for which Ellerman ships are renowned.



The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool, drawing-room and library.

"A" DECK ON A "CITY" CLASS SHIP



Every "A" Deck room, whether "single" or "double," has a private bathroom and toilet en suite.

The staterooms are particularly spacious and luxuriously furnished with every requisite for comfort and convenience.

The service is maintained by the T.s.m.v. *City of Port Elizabeth, City of Exeter, City of York,* and *City of Durban,* each accommodating 100 passengers in single and double rooms (with removable Pullman berths for children). These ships afford superb passenger amenities. All rooms have windows or portholes and there are electric fans in addition to mechanical ventilation.

Approximately every fourteen days an Ellerman "City" class ship sails for South Africa, Lourenco Marques and Beira. Passage rates are competitive . . . an outside double room (to Cape Town), for example, with private bathroom *en suite,* is £165 per adult (£132 per adult on a 12-passenger vessel). Full information can be obtained from Ellerman Lines, Passenger Office, 29/34 Cockspur Street, London, S.W.1, or from all Shipping and travel agents.

ELLERMAN Lines ***serve the world***

Our English Queen of Hearts is said to be Elizabeth of York, who ended the Wars of the Roses by marrying Henry VII. An early French Queen of Hearts was a good-looking girl called Judith. She was shown dressed up to the nines in her boudoir, brandishing a sword in one hand, and the head of an unfortunate friend in the other. Perhaps he had forgotten to bring her a packet of Player's.

Queens love Player's, just like people

The Queen of Hearts in our familiar English pack has had to sit there being picked up and put down for the last 450 years. She had nothing to do but snub the Knave, for her husband was too busy trumping his enemies. Player's have changed all that. They redesigned the King and put a large packet of Player's in his hand, and now, like all the happiest families everywhere, the Player's King and Queen can settle down together after the game is over and enjoy a smooth Player's cigarette.

People love Player's

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